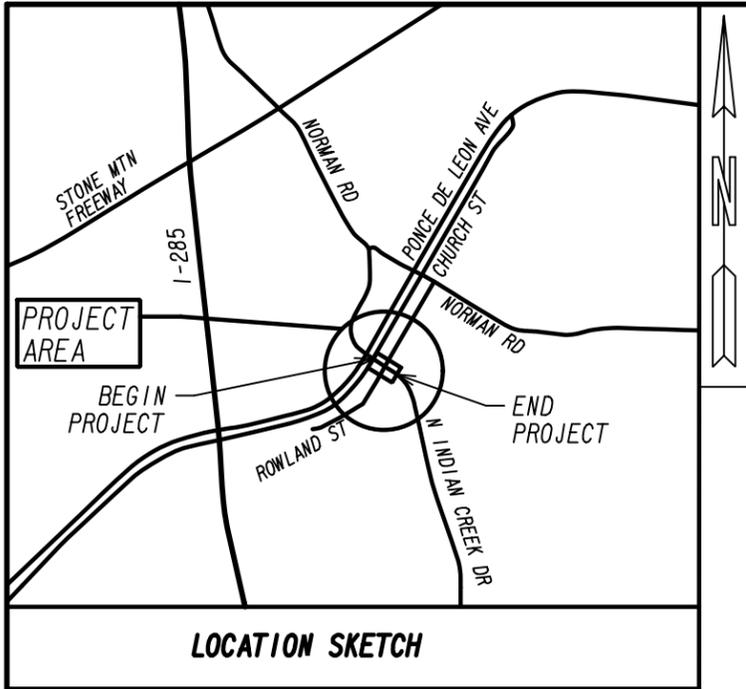




# CITY OF CLARKSTON SPLOST 4

## PEDESTRIAN CROSSING IMPROVEMENTS NORTH INDIAN CREEK DRIVE FROM CHURCH STREET TO ROGERS STREET



LOCATION SKETCH

**SPEED DESIGN:** 35 MPH (N INDIAN CREEK DR.)  
25 MPH (ROWLAND ST.)

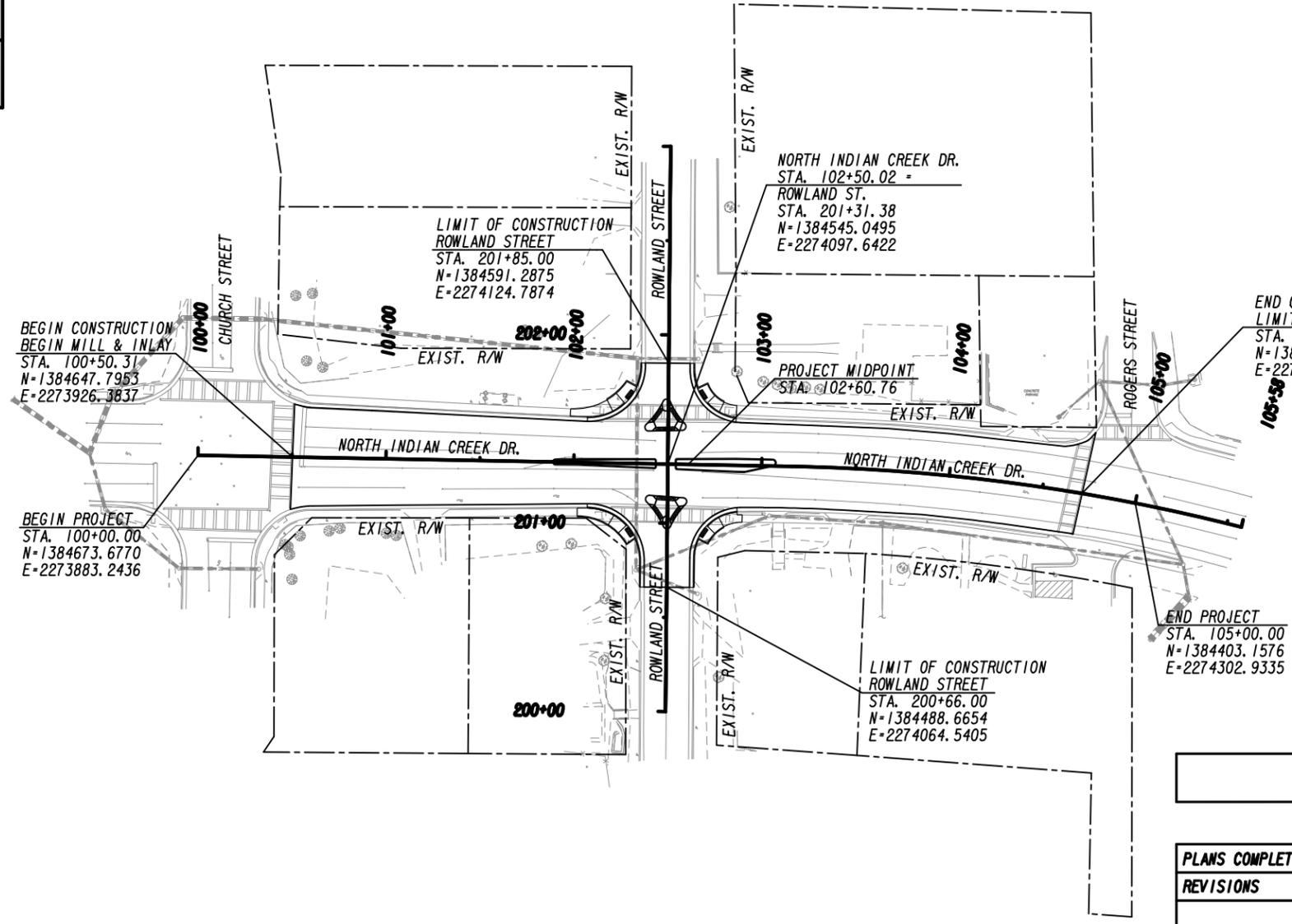
**FUNCTIONAL CLASSIFICATION**  
N INDIAN CREEK DR.: URBAN MAJOR COLLECTOR

THIS PROJECT IS 100% IN DEKALB COUNTY AND IS 100% IN CONG. DIST. NO. 4.  
PROJECT DESIGNATION: EXEMPT

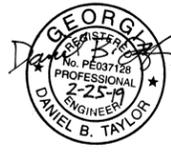
THIS PROJECT HAS BEEN PREPARED RELATIVE TO THE GEORGIA STATE PLANE COORDINATE SYSTEM, WEST ZONE AS REFERENCED TO NAD83 (2011) HORIZONTAL AND NAVD88 (GEOID2012A) VERTICAL.

**NOTE :**  
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO " STATE HIGHWAY DEPARTMENT OF GEORGIA ", " STATE HIGHWAY DEPARTMENT ", " GEORGIA STATE HIGHWAY DEPARTMENT ", " HIGHWAY DEPARTMENT ", OR " DEPARTMENT " WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE CITY OF CLARKSTON.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE CITY OF CLARKSTON IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



**MID-POINT COORDINATES**  
STA 102+60.76  
N 1384539.5238  
E 2274106.8526



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www.wolvertoninc.com

PREPARED BY: **DESIGN**

**ROBIN GOMEZ**  
CITY MANAGER

PLANS COMPLETED
REVISIONS

LENGTH OF PROJECT	COUNTY No. 089
COUNTY: DEKALB	MILES
NET LENGTH OF ROADWAY	0.080
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.080
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.080





GENERAL NOTES:

1. A NOTICE OF INTENT IS NOT REQUIRED FOR THIS PROJECT. PROJECT AREA: 0.53 AC. - DISTURBED AREA: 0.01 AC
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH CURRENT CITY OF CLARKSTON AND GEORGIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, GUIDELINES AND DETAILS.
3. ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON CONSTRUCTION PLANS, AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON PLANS WILL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY UNDER THIS REQUIREMENT. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED OR NEWLY INSTALLED POSITION. CONTRACTOR TO COORDINATE WITH COLLABORATIVE INFRASTRUCTURE SERVICES, INC. (404-909-5619) CONCERNING UTILITIES.

ATLANTA GAS LIGHT	GAS	404-922-3797	CARLOS JAMES 10 PEACHTREE PLACE NE ATLANTA, GA 30309
AT&T	TELECOMMUNICATIONS	305-409-1542	ANGELO HINES 575 MOROSGO DRIVE ATLANTA, GA 30324
COMCAST	CABLE	770-559-6052	BRAD SEARS 1038 WEST PEACHTREE STREET ATLANTA, GA 30309
DEKALB COUNTY DEPT OF WATERSHED MGWT	WATER AND SEWER	404-731-3562	BARON SAUSSY 4572 MEMORIAL DRIVE DECATUR, GA 30032
GEORGIA POWER	ELECTRIC	404-506-6539	LAMONTE WASLIEN 3825 ROGERS BRIDGE ROAD BIN 78641 DULUTH, GA 30097
VERIZON	TELECOMMUNICATIONS	800-624-9675	MCI NATIONAL FIBER SECURITY DEPARTMENT 5055 NORTH POINT PARKWAY ALPHARETTA, GA 30022

4. THE TOTAL AREA SHOWN ON THE PLANS FOR GRADING COMPLETE IS FOR INFORMATION ONLY. CITY OF CLARKSTON ASSUMES NO RESPONSIBILITY FOR THE ACCURACY. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL AREA WHEN BIDDING ON GRADING COMPLETE. NO CLAIMS FOR EXTRA COMPENSATION WILL BE CONSIDERED IF THE CONTRACTOR RELIES ON THE AREA SHOWN ON PLANS. COST FOR ITEMS TO BE REMOVED WHICH DO NOT HAVE A SEPARATE PAY ITEM SHALL BE INCLUDED IN PRICE BID FOR GRADING COMPLETE.
5. THE TOTAL AREA SHOWN ON THE PLANS FOR GRASSING IS FOR INFORMATION ONLY. THE CITY OF CLARKSTON ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY. THE CONTRACTOR SHALL BID ON GRASSING, BY ACREAGE, AND IT SHALL BE HIS RESPONSIBILITY TO DETERMINE THE ACTUAL AREA TO BE GRASSED. NO CLAIMS WILL BE CONSIDERED FOR EXTRA COMPENSATION IF THE CONTRACTOR RELIES ON THE AREA SHOWN ON THE PLANS.
6. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GDOT STANDARD SPECIFICATIONS.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL PROPERLY OFF-SITE.

8. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PREPARE A MAINTENANCE OF TRAFFIC PLAN USING THE GUIDELINES FOR APPROVAL BY THE ENGINEER BEFORE STARTING CONSTRUCTION. PAYMENT SHALL BE INCLUDED IN PRICE FOR TRAFFIC CONTROL LUMP SUM. APPROVAL BY COLLABORATIVE INFRASTRUCTURE SERVICES, INC. (404-909-5619) AND PERMITTING WILL BE REQUIRED.
9. PRICE BID FOR TRAFFIC CONTROL-LUMP SUM SHALL INCLUDE, BUT IS NOT LIMITED TO AGGREGATE SURFACE COURSE CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY SIGNAGE AND PAVEMENT MARKINGS, BARRICADES, CHANNELIZING DEVICES, DETOUR PAVING, ETC. REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND/OR AS DIRECTED BY THE ENGINEER.
10. CURB CUT (WHEELCHAIR) RAMPS SHALL BE CONSTRUCTED AT ALL POINTS WHERE SIDEWALK TERMINATES AT CURB OR IS BISECTED BY DRIVEWAYS, IF NECESSARY. THE EXACT TYPE OF RAMP (TERMINAL OR ON CURB RADIUS) MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.
11. ALL CUT AND FILL SLOPES SHALL BE GRASSED AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE SLOPES ARE ESTABLISHED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, STRAW MULCH STABILIZATION SHALL BE USED AS DIRECTED BY THE ENGINEER. REFER TO SECTION 161 OF THE STANDARD SPECIFICATIONS.
12. THE CONTRACTOR SHALL ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED, OR REGRADING AS REQUIRED BY THE ENGINEER, EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS IN THE PLANS AND HAVING SPECIFIC PAY ITEMS IN THE DETAILED ESTIMATE. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COSTS INCURRED TO COMPLY WITH THIS REQUIREMENT.
13. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND DISTURBANCE ACTIVITIES AND SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION OR AS DIRECTED BY THE ENGINEER.
14. ALL SILT FENCES MUST BE PLACED AS ACCESS IS OBTAINED DURING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT FENCE INSTALLATION IS COMPLETE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL SILT FENCES AND TO REPAIR OR REPLACE ANY SILT FENCE THAT IS NOT SATISFACTORY. ALL EROSION CONTROL DEVICES SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE GEORGIA STANDARD SPECIFICATIONS CURRENT EDITIONS, REGARDING EROSION CONTROL.
15. ALL SIDEWALK AND HANDICAP RAMPS SHALL BE IN ACCORDANCE WITH GDOT SPECIAL DETAILS AND COLLABORATIVE INFRASTRUCTURE SERVICES, INC. (404-909-5619).

GENERAL NOTES: SIGNING AND MARKING

1. ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR THE SPECIFIC ITEM.
2. ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, AND ANY APPLICABLE GDOT STANDARDS.
3. ALL INSTALLATION MATERIALS AND METHODS SHALL COMPLY WITH CURRENT GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD AND SPECIFICATIONS AND/OR SPECIAL PROVISIONS.
4. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
5. TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
6. TYPE 11 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3P, R5-1, R5-1A, R5-1B).
7. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.
8. UNLESS OTHERWISE NOTED, SIGN POST SHALL BE STANDARD GALVANIZED 10 FEET LONG, 2 INCHES SQUARE WITH TWO AND ONE QUARTER INCH (2¼") ANCHOR STUBS. STANDARD INSTALLATION DEPTH IS 3 FEET.
9. SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS OF THE MUTCD, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR WITHOUT PRIOR APPROVAL FROM COLLABORATIVE INFRASTRUCTURE SERVICES, INC. (404-909-5619).
10. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF ALL SIGNS/POSTS/PAVEMENT MARKINGS THAT ARE DUPLICATED OR CONTRARY TO THESE PLANS.
11. ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH NEW PAVEMENT MARKINGS SHALL BE OBLITERATED (BLACKOUT PAINT IS PROHIBITED).

MAINTENANCE OF TRAFFIC NOTES:

1. ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL, LUMP SUM.
2. ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (LATEST EDITION).
3. ALL SIGNS SHALL HAVE HIGH INTENSITY GRADE SHEETING.
4. EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. MAINTENANCE INCLUDES REPLACING DAMAGED OR STOLEN SIGNS, AND PERIODIC CLEANING OF EXISTING SIGNS AND CONSTRUCTION RELATED TRAFFIC CONTROL DEVICES.
5. REFLECTORIZED DRUMS SHALL BE USED FOR CHANNELIZATION FOR TRAFFIC IN ALL TRAFFIC SHIFTS, MAXIMUM SPACING EQUALS THE DESIGN SPEED LIMIT FOR THE TAPER.
6. ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED BY THE CONTRACTOR SO AS TO NOT INTERFERE WITH SIGHT DISTANCES ALONG ANY ADJACENT SIDE ROAD OR DRIVEWAY.
7. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM COLLABORATIVE INFRASTRUCTURE SERVICES, INC. (404-909-5619) PRIOR TO MAKING ANY REVISIONS TO THE MAINTENANCE OF TRAFFIC PLAN.



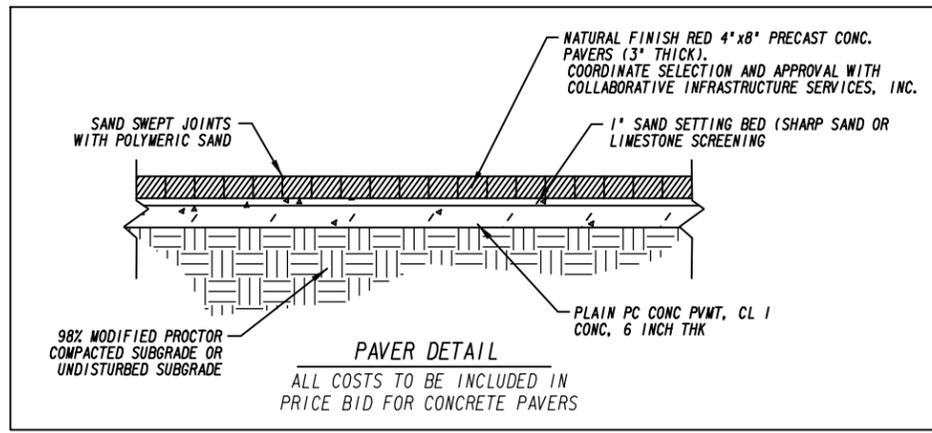
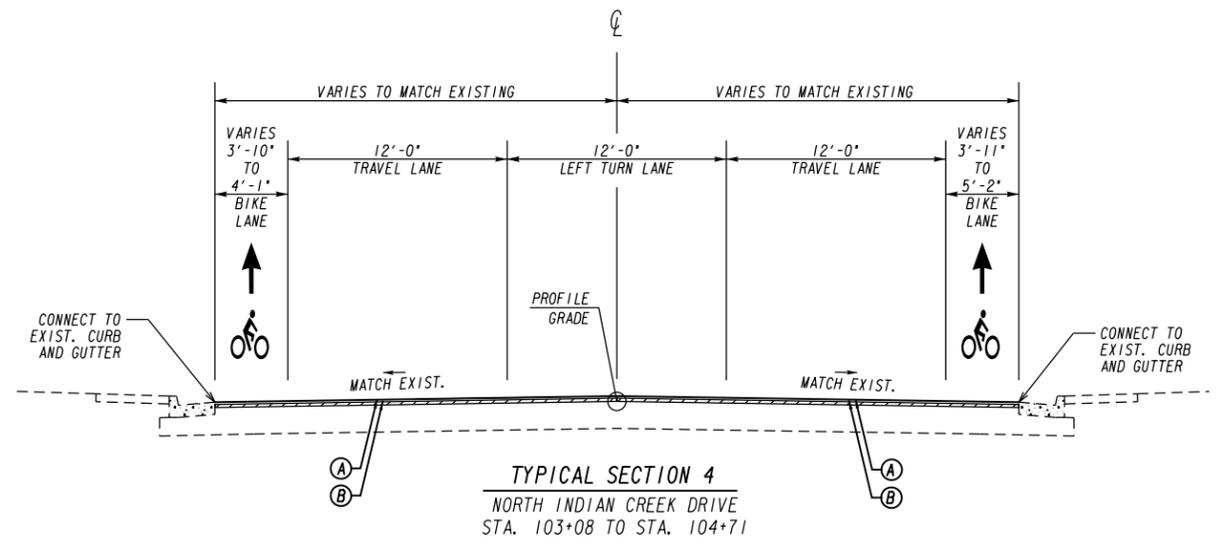
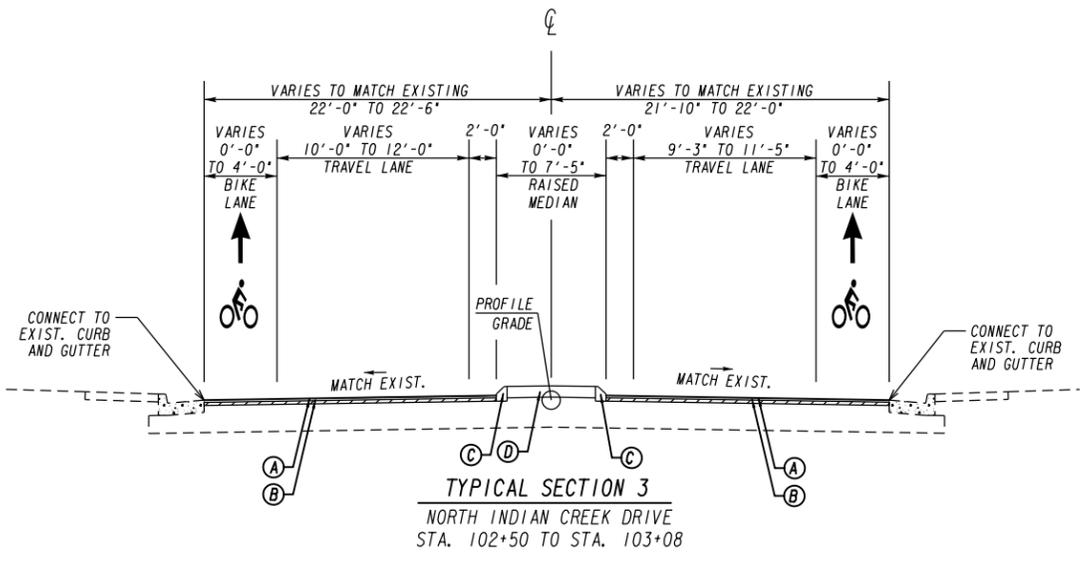
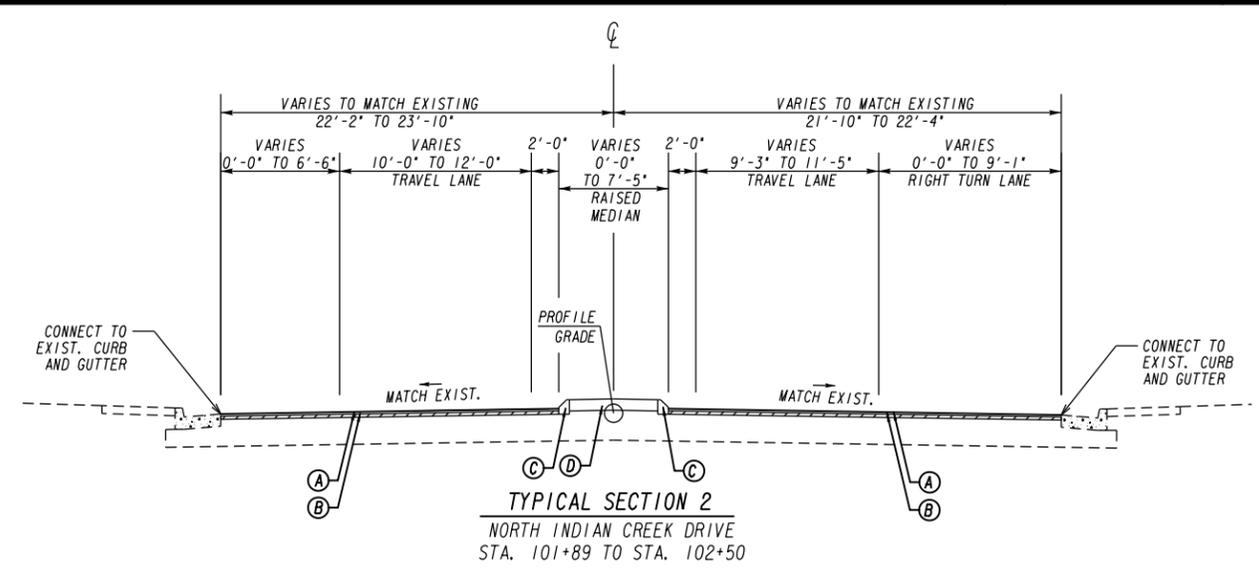
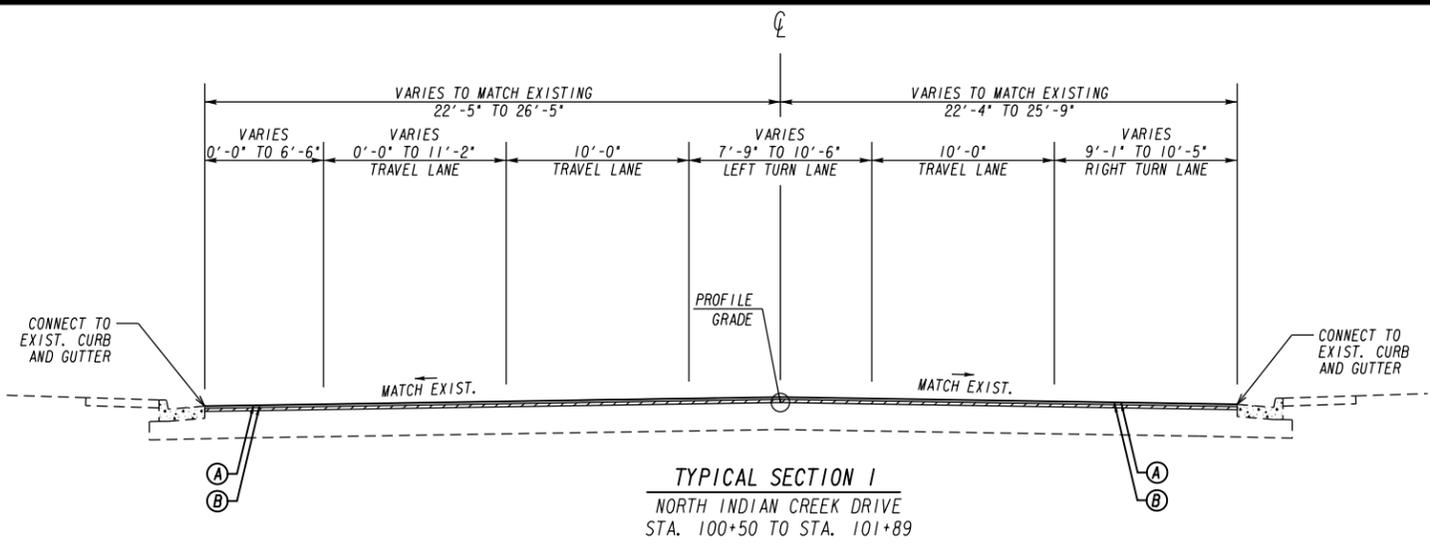
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REVISION DATES	

**GENERAL NOTES**  
CLARKSTON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	04-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



**PAVEMENT SECTION**

(A)	RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (165 LB/SY)
(B)	MILL ASPH CONC PVMT, 1.5 IN DEPTH
(C)	CONC HEADER CURB - 6 IN, TP 7
(D)	CONCRETE PAVER MEDIAN - SEE DETAIL ON THIS SHEET

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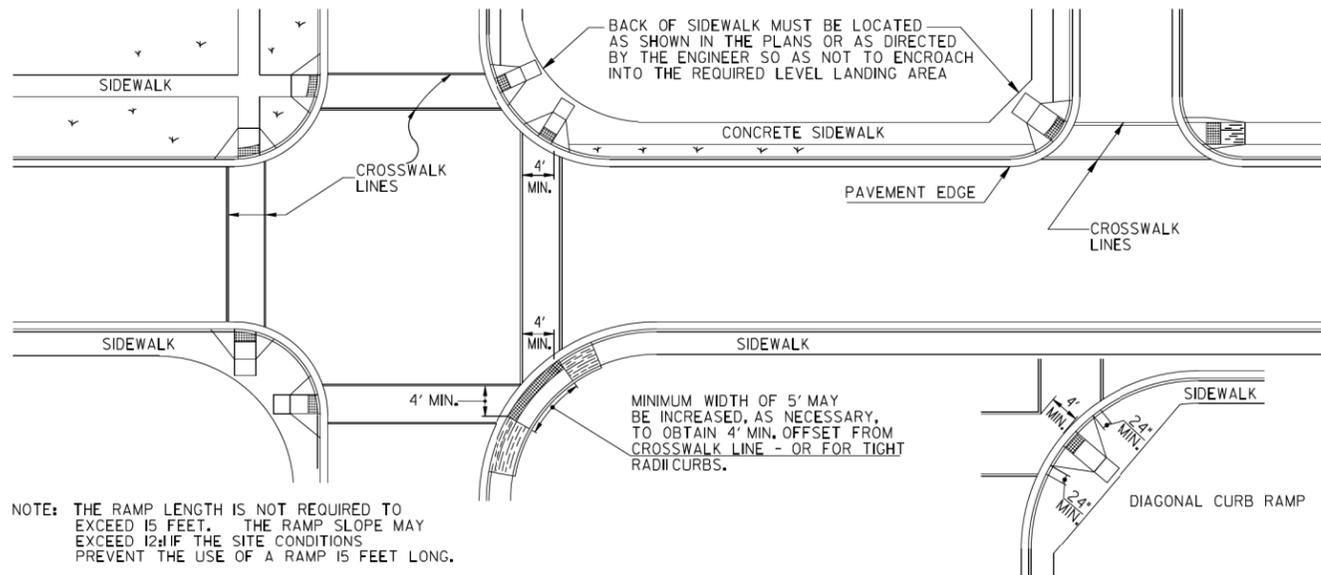
NOT TO SCALE

**REVISION DATES**


**TYPICAL SECTIONS**  
CLARKSTON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

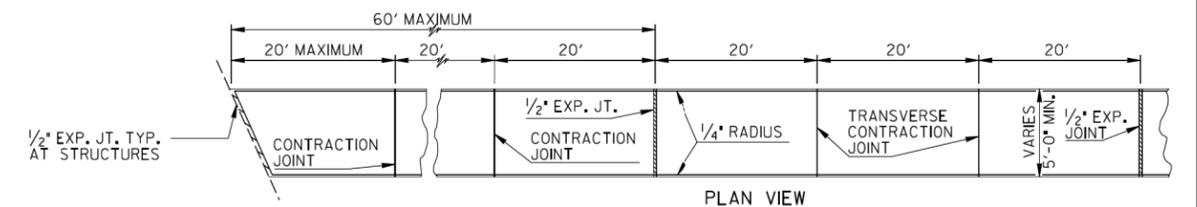
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

### TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW

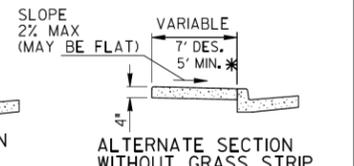
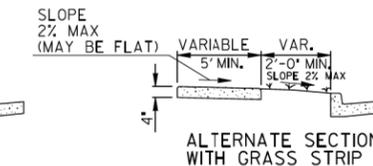
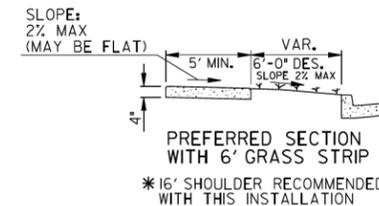
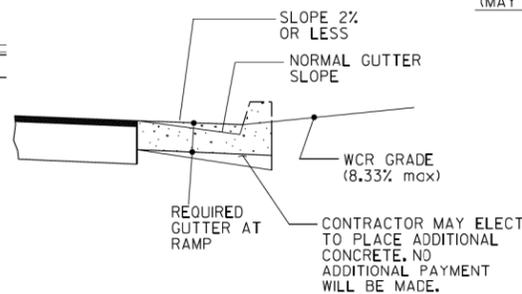


NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12% IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

### CONCRETE SIDEWALK DETAILS



### GUTTER TRANSITION DETAIL



#### NOTES FOR CONCRETE SIDEWALK:

- CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
- TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
- 1/2" EXPANSION JOINTS SHALL BE PLACED, WHERE SIDEWALK TIE INTO A STRUCTURE OR TERMINATE AT CURB, RAMPS OR DRIVEWAYS AND AT 60' INTERVALS.

#### NOTES FOR CURB CUT RAMPS:

- CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE.
  - AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.
  - WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS OR AT INTERSECTIONS.
  - AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC., WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.
- RAMPS WILL BE CONSTRUCTED FROM CONCRETE. SPECIFICATIONS FOR RAMPS WILL BE THE SAME AS FOR CONCRETE SIDEWALK. RAMPS SHALL HAVE EITHER A ROUGH OR A TEXTURED FINISH.
- DROP INLETS ARE NOT TO BE LOCATED DIRECTLY IN FRONT OF RAMPS. CATCH BASINS SHOULD BE LOCATED AT LEAST 10 FT. FROM RAMPS WHEN FEASIBLE.
- WHERE RAMPS ARE LOCATED IN RADII, THE DIMENSIONS SHOWN FOR RAMP WIDTHS AND TAPERS ARE MEASURED PERPENDICULAR TO THE RAMP AND NOT ALONG THE CURVE.
- WHERE UTILITY STRUCTURES CONFLICT, WHERE SIDEWALK GEOMETRY VARIES, AT SKEWED INTERSECTIONS, OR IN OTHER SPECIAL CASES, THE RAMP DESIGNS MAY BE MODIFIED BY THE DESIGNER OR ENGINEER, PROVIDED THAT THE WIDTH REMAINS A MINIMUM OF 48 INCHES, AND NO SLOPE ON THE ACCESSIBLE PART OF THE RAMP IS STEEPER THAN 12:1.
- 1 IN. FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. SO. YDS. OF CONCRETE SIDEWALK AND CONCRETE MEDIAN PAVING WILL INCLUDE RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CURB RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR SAWING AND REMOVING EXISTING SIDEWALK OR CURB WHERE NECESSARY FOR RAMP CONSTRUCTION.
- WHEN A CURB RAMP IS PLACED ON EXISTING PAVEMENT, THE PAVEMENT SHALL BE REMOVED TO PROVIDE A MINIMUM THICKNESS OF 3 INCHES OF CONCRETE AT ALL LOCATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL OF THE PAVEMENT.
- DETECTABLE WARNING SURFACES ARE REQUIRED ON ALL INTERSECTIONS WITH PUBLIC STREETS, SIGNALIZED COMMERCIAL DRIVEWAYS, AND COMMERCIAL DRIVEWAYS WITH AN AADT OF 25 VPD.

### This Detail Replaces Ga Standard 9031W

Guidelines For Usage On Metric Projects

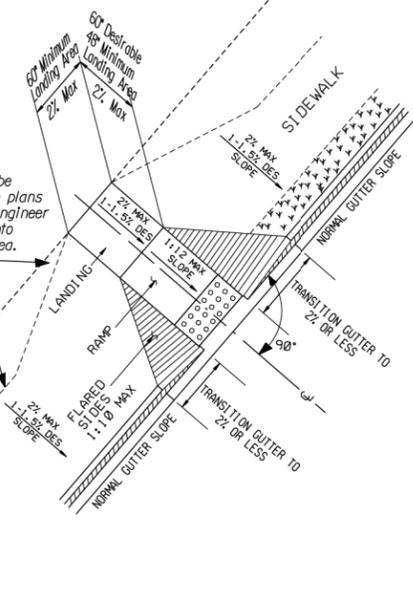
When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1" = 25mm, 4" = 100mm, and 12" or 1' = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

### Type A

(Perpendicular)  
(The Preferred Ramp)

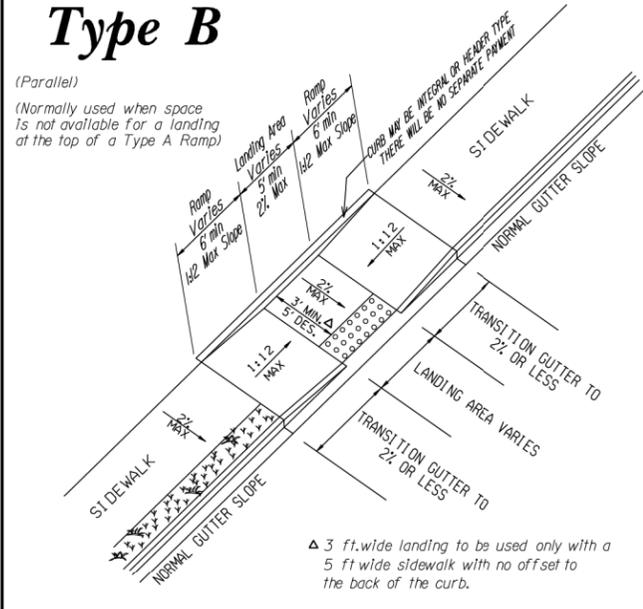
Back of sidewalk shall be located as shown in the plans or as directed by the Engineer so as not to encroach into the required landing area.

DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	10 inches
2 inches	1'-8"
3 inches	2'-6"
4 inches	3'-4"
5 inches	4'-2"
6 inches	5 feet



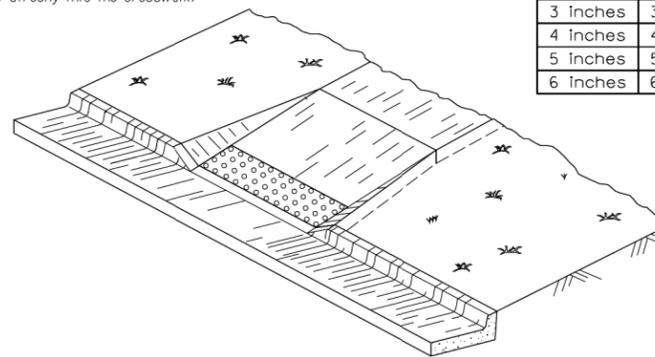
### Type B

(Parallel)  
(Normally used when space is not available for a landing at the top of a Type A Ramp)



### Type D

(Perpendicular)  
(Normally used when the sidewalk ties directly into the crosswalk)

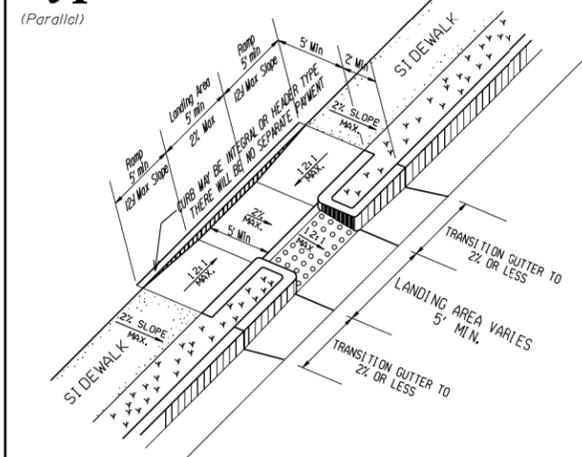


IN AREAS WHERE THE GUTTER HAS A SLOPE 1" IN 1' END NORMAL GUTTER SLOPE AT A DISTANCE OF 6 TO 10 FEET FROM THE RAMP AND BEGIN TRANSITION TO A FLAT GUTTER SLOPE. NORMAL GUTTER SLOPE SHALL BE RESUMED AT A SIMILAR DISTANCE BEYOND THE RAMP.

DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	1 foot
2 inches	2 feet
3 inches	3 feet
4 inches	4 feet
5 inches	5 feet
6 inches	6 feet

### Type C

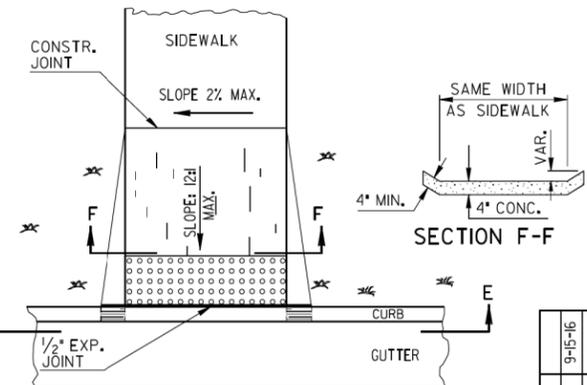
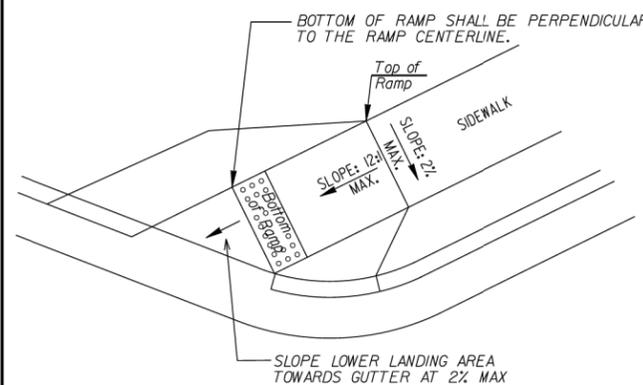
(Parallel)



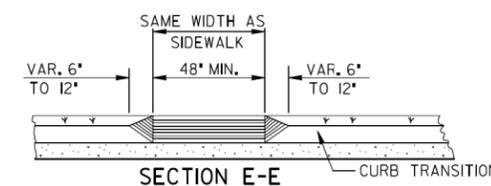
### Skewed Ramp Details

(Applies to Type A Type D Ramps Only)

WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP.



### PLAN VIEW



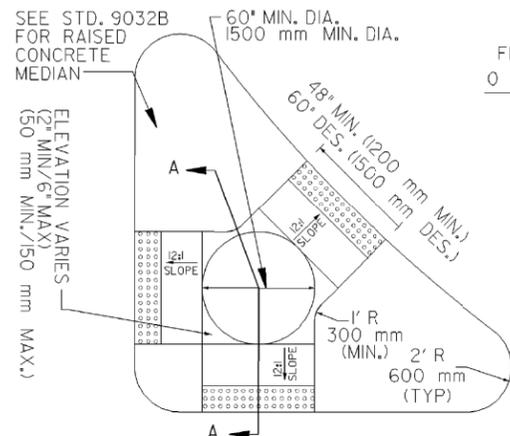
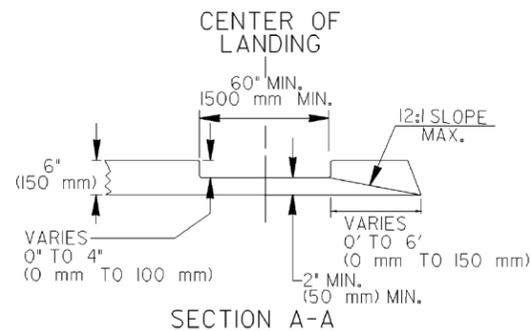
C/B	REV.	DATE	REVISION
	9-15-16		ADDED PERP. OR PARALLEL
	6-18-09		REV. SLOPES TO PERCENT
			AND ADDED 12% & 10% CHART.
			ADDED GEN. NOTE NO. 8.
	5-10-06		REV. TRUNCATED DOMES
	2-21-03		REVISED
	2-10-03		REVISED
	7-29-02		REVISED
	5-29-02		REVISED
	5-23-02		REVISED
	5-13-02		REVISED
	4-11-02		REVISED
	4-3-02		REVISED
	3-28-02		REVISED

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

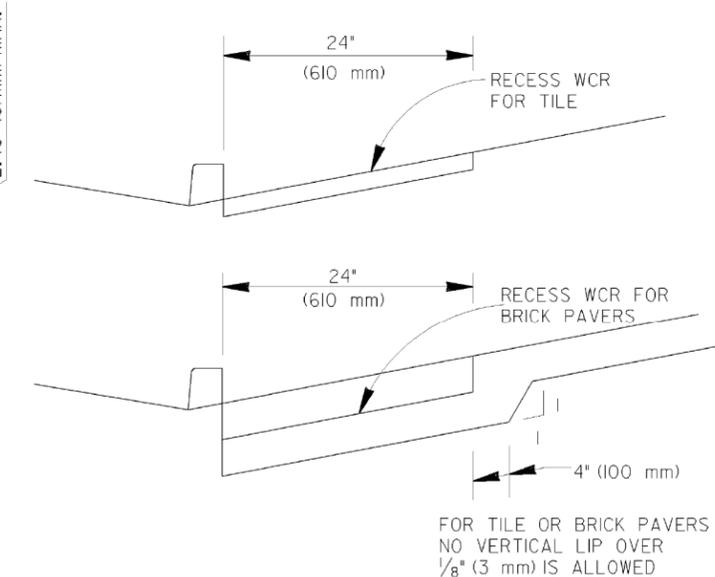
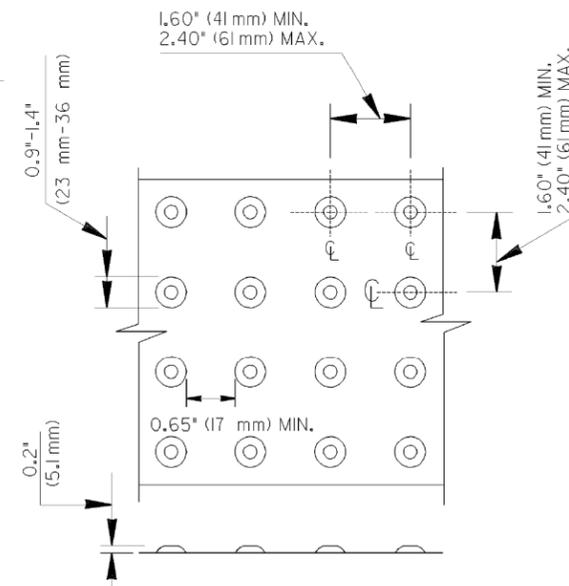
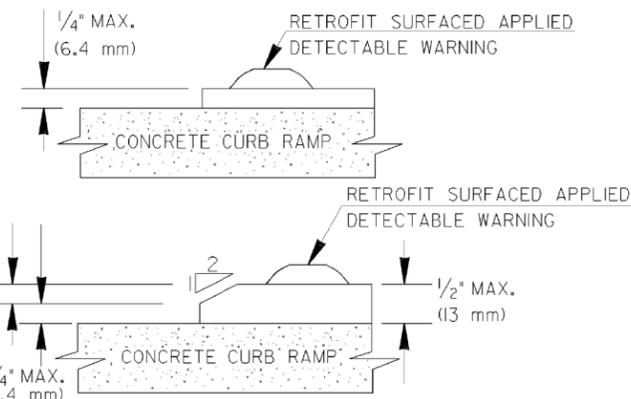
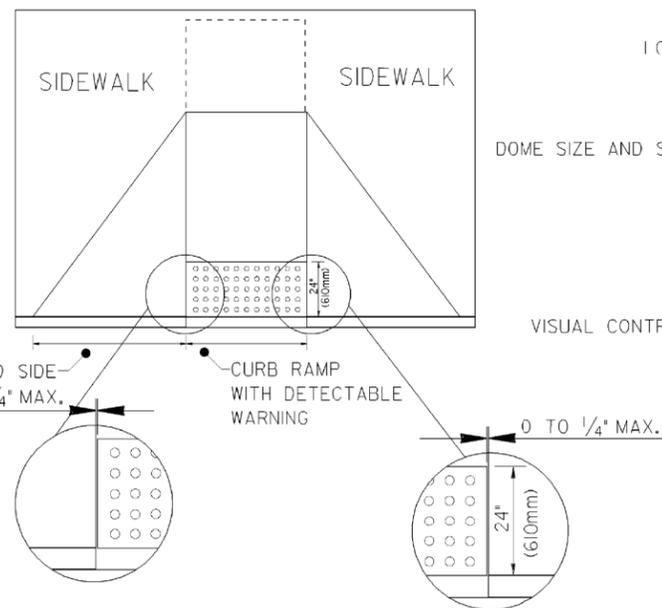
SPECIAL DETAIL  
CONCRETE SIDEWALK DETAILS  
CURB CUT (WHEELCHAIR) RAMPS

NO SCALE MARCH 12, 2002

05-0002 NUMBER A3



CONCRETE ISLAND WITH ELEVATED CUT THROUGH



FOR TILE OR BRICK PAVERS  
NO VERTICAL LIP OVER  
1/8" (3 mm) IS ALLOWED

SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRIAN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD, SUCH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

DOMES SIZE AND SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.91 INCH (11mm-23mm) AT THE TOP, THE TOP DIAMETER SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMETER, A HEIGHT OF 0.2 INCH (5.1mm) AND A CENTER-TO-CENTER SPACING OF 2.40 INCHES (61mm) DESIRABLE 1.60 INCHES (41mm) MINIMUM MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT. DOMES SHALL HAVE A SQUARE ARRANGEMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

VISUAL CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE VISUAL CONTRAST SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.

**MATERIALS:**

**NEW CONSTRUCTION**

THE DETECTABLE WARNINGS SHALL BE MADE OF MATERIALS SPECIFIED ON OPL 87.

**RETROFIT OF EXISTING RAMPS**

SURFACED APPLIED MATERIALS WILL ONLY BE APPROVED TO BE USED ON EXISTING WHEELCHAIR RAMPS.

**INSTALLATION:**

BRICK PAVERS SHALL BE SET IN A WET MORTAR BED. THE BED SHALL BE PLACED ON CONCRETE. THE CONCRETE SHALL BE A MINIMUM OF 4" THICK.

CERAMIC TILE SHALL BE EPOXIED IN PLACE OR SET IN A WET MORTAR BED. MANUFACTURER RECOMMEND ADHESIVE OR FASTENER SHALL BE USED IN THE INSTALLATION.

ALL OTHER MATERIALS SHALL BE INSTALLED ACCORDING TO MANUFACTURERS DETAILS OR INSTRUCTION.

**GENERAL NOTES:**

- RETROFIT SURFACED APPLIED MATERIALS ONLY:
1. CHANGES IN LEVEL OF 1/4" (6.4 mm) HIGH MAXIMUM SHALL BE PERMITTED VERTICALLY ON SURFACED APPLIED MATERIALS.
  2. CHANGES IN LEVEL BETWEEN 1/4" (6.4 mm) HIGH MINIMUM AND 1/2" (13mm) HIGH MAXIMUM SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 2:1.

NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

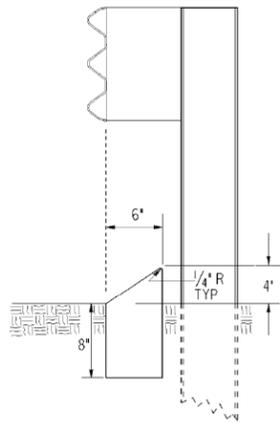
FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL. THE COST OF THE DETECTABLE WARNINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE SUBMITTED.

DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND

6-18-09		DEPARTMENT OF TRANSPORTATION	
AND ADDED ALT. RAMP		STATE OF GEORGIA	
DETAIL AND GEN. NOTES		SPECIAL DETAIL	
ADDED TOLERANCE TO DTL		DETECTABLE WARNING SURFACE	
5-10-06		TRUNCATED DOME SIZE, SPACING	
AND NOTES.		AND ALIGNMENT REQUIREMENTS	
REVISOR		NO SCALE	
REVISOR		MARCH 12, 2002	
BY		05-0003	
		NUMBER	
		A4	

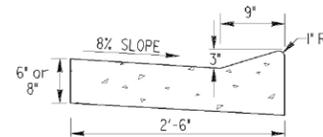
### RAISED EDGE WITH CONCRETE GUTTER

FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL AND THE FACE OF THE OFFSET BLOCK.



**TYPE 8**

TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4012C.

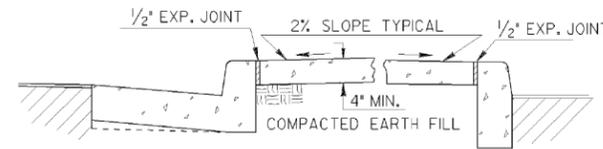


SCALE: 1" = 1 FT.

RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

### CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



SCALE: 3/4" = 1 FT.

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

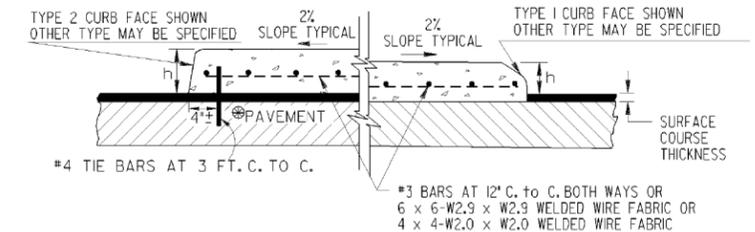
NOTE: IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

### CONCRETE MEDIANS (Integral)

SCALE: 1" = 1 FT.

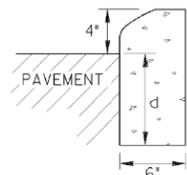
-WITH TIE BARS-

-WITHOUT TIE BARS-



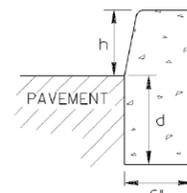
NOTE: IF FINAL SURFACE COURSE IS PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

### CONCRETE HEADER CURBS

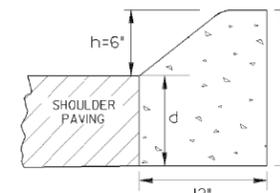


**TYPE 1**

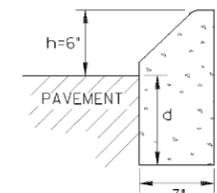
CURB TYPE	h	d
1	4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	7" min.
7	6"	8" min.
9	4"	8" min.



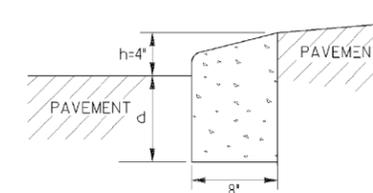
**TYPE 2, 3 OR 4**



**TYPE 6**



**TYPE 7**



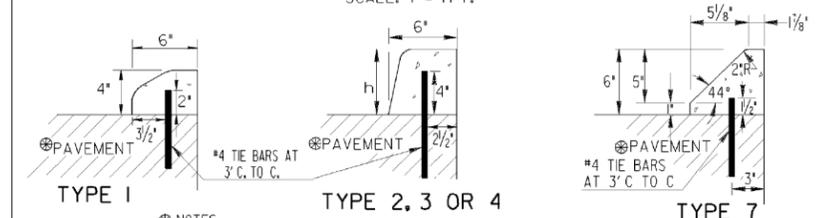
**TYPE 9  
TRUCK APRON  
IN ROUNDABOUTS**

SCALE: 1/2" = 1 FT.

THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

### CONCRETE DOWELED INTEGRAL CURBS

SCALE: 1" = 1 FT.



NOTES:

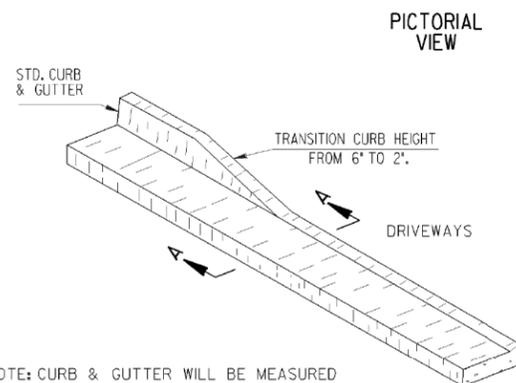
- CONCRETE CURB CAN BE INSTALLED AFTER INITIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLYING CONCRETE PAVEMENT.
- CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVEMENT.
- JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
- ALL TYPES OF CONCRETE CURB CAN BE PLACED ON ASPHALT PAVEMENTS WHERE TIE BARS MAY BE EITHER DRIVEN OR DRILLED INTO THE UNDERLYING PAVEMENT. CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACING.

CURB TYPE	MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)	
	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 or 4	8"	12"
7	6"	8"

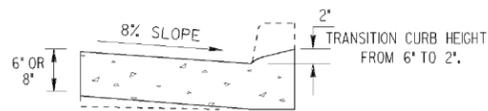
NOTE: TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

### DETAILS OF RECESSED CURB FOR DRIVEWAYS

NO SCALE



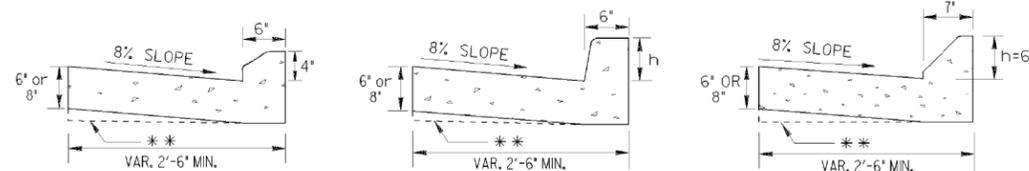
NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE



**SECTIONAL VIEW  
SECTION A-A**

(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

### CONCRETE CURB & GUTTER



SCALE: 1" = 1 FT.

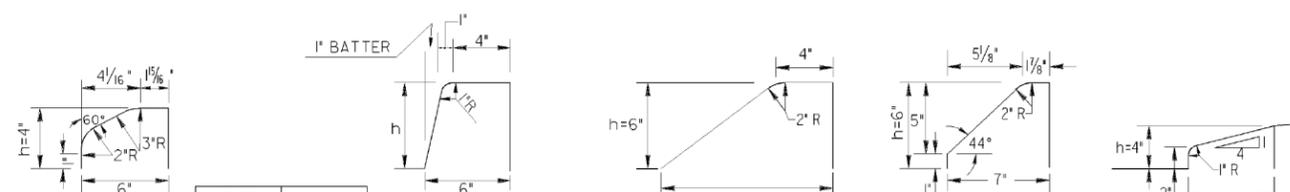
**TYPE 1**

**TYPE 2, 3 OR 4**

**TYPE 7**

\*\* AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

### CURB FACE DESIGN



**TYPE 1**

**TYPE 2, 3 OR 4**

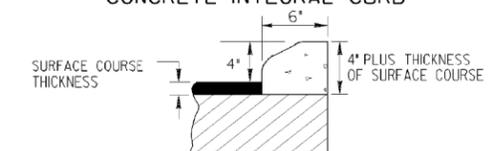
**TYPE 6**

**TYPE 7**

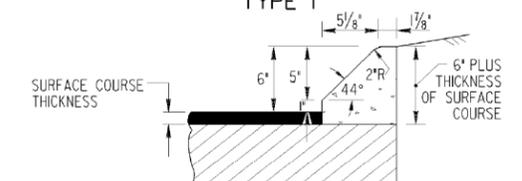
**TYPE 9**

SCALE: 2" = 1 FT.

### CONCRETE INTEGRAL CURB



**TYPE 1**



**TYPE 7**

SCALE: 1/2" = 1 FT.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

STANDARD  
CONCRETE CURB & GUTTER  
CONCRETE CURBS, CONCRETE MEDIANS

SCALE: AS SHOWN REVISED AND REDRAWN OCT. 2011

TC	REV. TYPE 9 CURB DETAIL & REV. OVERALL LAYOUT	II-5-II	DATE	REVISION
	REV. MEDIAN LAYOUT AND ADDED TYPE 9 CURB DETAIL	I-27-II		
GLO	ADDED TYPE 9 DETAIL	3-03	DATE	REVISION
BY				
DES.	(SUBMITTED)			NUMBER
TRA.	(APPROVED)			9032B
CHK.				

05-004

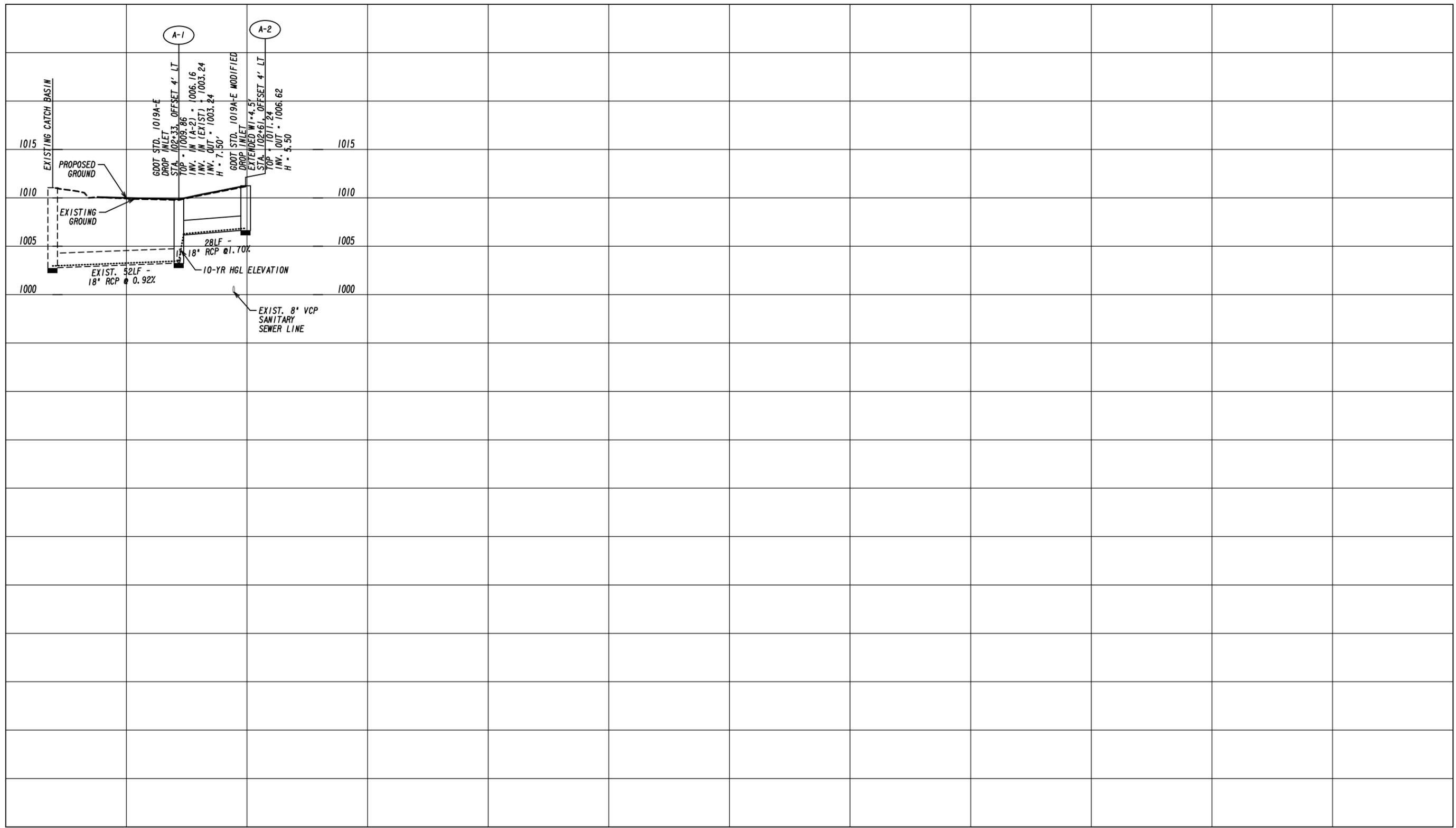
DETAILED ESTIMATE			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
<b>ROADWAY</b>			
150-1000	TRAFFIC CONTROL -PROJECT A	LS	LUMP
210-0100	GRADING COMPLETE - PROJECT A	LS	LUMP
310-1101	GR AGGR BASE CRS. INCL MATL	TN	24
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	197
413-0750	TACK COAT	GL	144
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	2387
441-0104	CONC SIDEWALK, 4 IN	SY	80
441-0748	CONCRETE MEDIAN, 6 IN	SY	48
900-0037	CONCRETE PAVERS	SF	456
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	210
441-5002	CONCRETE HEADER CURB, 6 IN, TP 2	LF	20
441-5008	CONCRETE HEADER CURB, 6 IN, TP 7	LF	233
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	28
668-2100	DROP INLET, GP 1	EA	2
668-2110	DROP INLET, GP 1, ADDL DEPTH	LF	2
<b>PERMANENT EROSION CONTROL</b>			
700-6910	PERMANENT GRASSING	AC	1
700-7000	AGRICULTURAL LIME	TN	3
700-8000	FERTILIZER MIXED GRADE	TN	2
700-8100	FERTILIZER NITROGEN CONTENT	LB	50
<b>TEMPORARY EROSION CONTROL</b>			
163-0232	TEMPORARY GRASSING	AC	1
163-0240	MULCH	TN	3
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	7
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	50
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	7
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	100
<b>SIGNING AND MARKING</b>			
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	44
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	52
636-2070	GALV STEEL POSTS, TP 7	LF	85
636-2090	GALV STEEL POSTS, TP 9	LF	92
652-0094	PAVEMENT MARKING, SYMBOL, TP 4	EA	2
652-0105	PAVEMENT MARKING, BIKE SHARED LANE SYMBOL	EA	2
653-0110	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	EA	2
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	6
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	3
653-0210	THERMOPLASTIC PVMT MARKING, WORD, TP 1	EA	1
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	688
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	433
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	54
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	456
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	293
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	65
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	92
654-1001	RAISED PVMT MARKERS TP 1	EA	30
654-1003	RAISED PVMT MARKERS TP 3	EA	18
656-3600	REMOVE EXIST TRAF STRIPE, ALL KINDS & TYPES	SY	233
657-9111	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, YELLOW	LF	233
<b>MARKING FROM ROGERS STREET TO JAMIESON PLACE</b>			
652-0094	PAVEMENT MARKING, SYMBOL, TP 4	EA	4
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	8
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	3100
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	3100
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	660
653-3502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	GLF	3100
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	50
<b>SIGNALS</b>			
639-3004	STEEL STRAIN POLE, TP IV - WITH 50 FT MAST ARM	EA	1
647-1000	TRAFFIC SIGNAL INSTALLATION NO - 1	LS	1
647-3000	INTERNALLY ILLUMINATED STREET SIGN	EA	1
647-3001	INTERNALLY ILLUMINATED STREET SIGN CONTROL ASSEMBLY	EA	1
682-6110	CONDUIT, GRS, 1 IN	LF	125
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	280
682-9950	DIRECTIONAL BORE - 5 IN	LF	140
926-2500	4G CELLULAR ROUTER TYPE B	EA	1



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<b>REVISION DATES</b>		<b>DETAILED ESTIMATE</b>	
CLARKSTON PED ENHANCEMENTS		N. INDIAN CREEK RD. AT ROWLAND ST.	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	09-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		





SCALE: 1" = 5' VERT.  
1" = 20' HORIZ.

REVISION DATES		DRAWING No.	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	22-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

**DRAINAGE PROFILES**  
CLARKSTON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

DATE\*\*  
USER\*\*

TIME\*\*

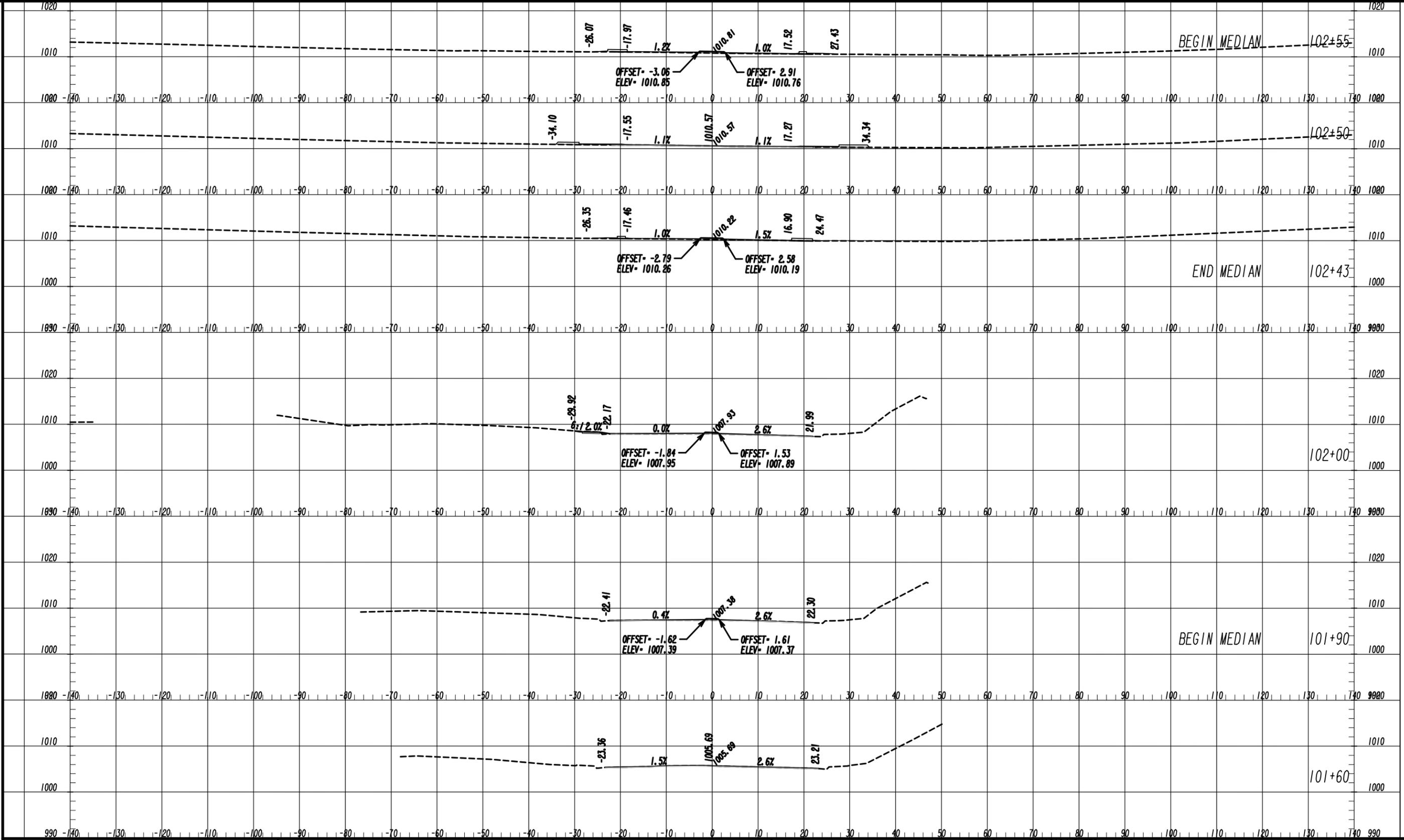
\*PRF\*\*

\*\*PENTABLE\*\*

#DGN\*\*

CITY OF CLARKSTON  
SPOST 4

PROJECT NO.  
PROJECT A



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SCALE: 1" = 10' VERT.  
1" = 10' HORIZ.

REVISION DATES	

**EARTHWORK CROSS SECTIONS**  
 CLARKSTON PED ENHANCEMENTS  
 N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

DATE##  
USER##

TIME##

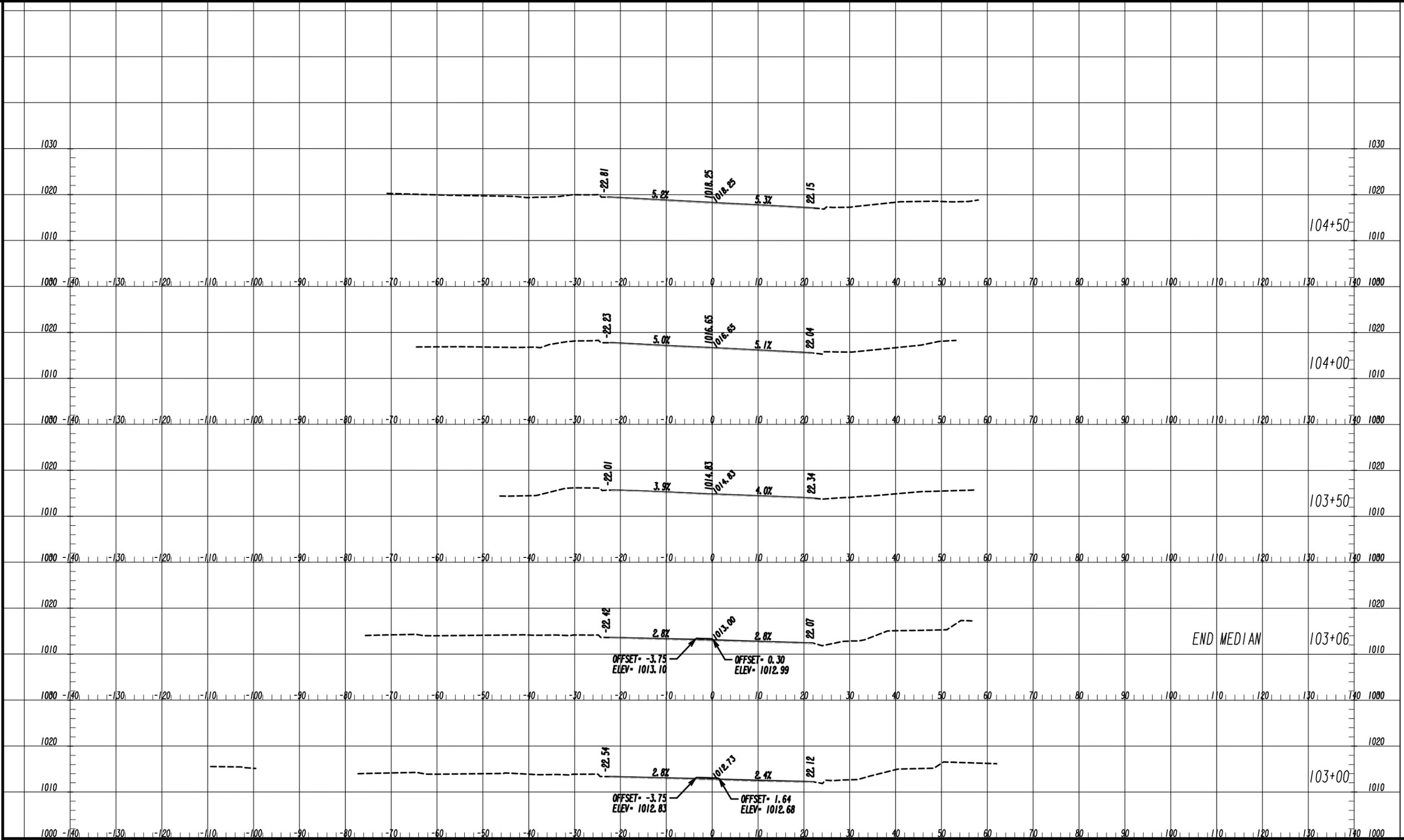
\*PRF##

\*\*PENTABLE##

#DGN#

CITY OF CLARKSTON  
SPL0ST 4

PROJECT NO.  
PROJECT A



7/31/2015 GPLM

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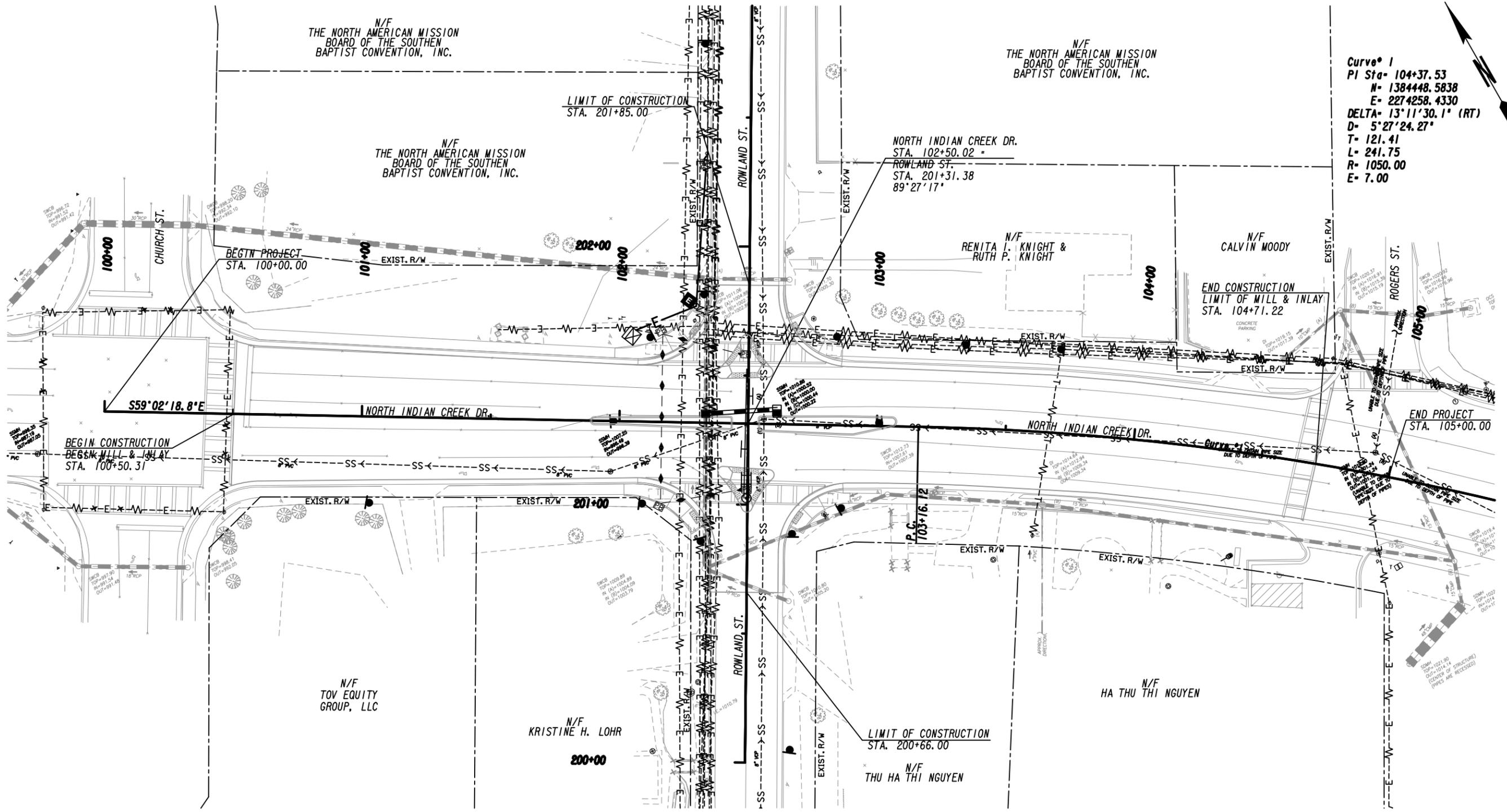
SCALE: 1" = 10' VERT.  
1" = 10' HORIZ.

REVISION DATES	

**EARTHWORK CROSS SECTIONS**  
CLARKSTON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

**NOTE:**  
ALL UTILITIES TO REMAIN UNLESS OTHERWISE NOTED



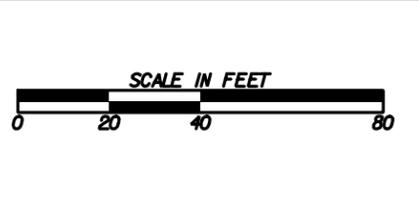
PROPERTY AND EXISTING R/W LINE  
REQUIRED R/W LINE  
CONSTRUCTION LIMITS  
EASEMENT FOR CONSTR  
& MAINTENANCE OF SLOPES  
EASEMENT FOR CONSTR OF SLOPES  
EASEMENT FOR CONSTR OF DRIVES

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	---
	---
	---
	---

BEGIN LIMIT OF ACCESS.....BLA  
END LIMIT OF ACCESS.....ELA  
LIMIT OF ACCESS  
REQ'D R/W & LIMIT OF ACCESS  
ORANGE BARRIER FENCE  
ESA - ENV. SENSITIVE AREA  
(SEE ERIT TABLE)

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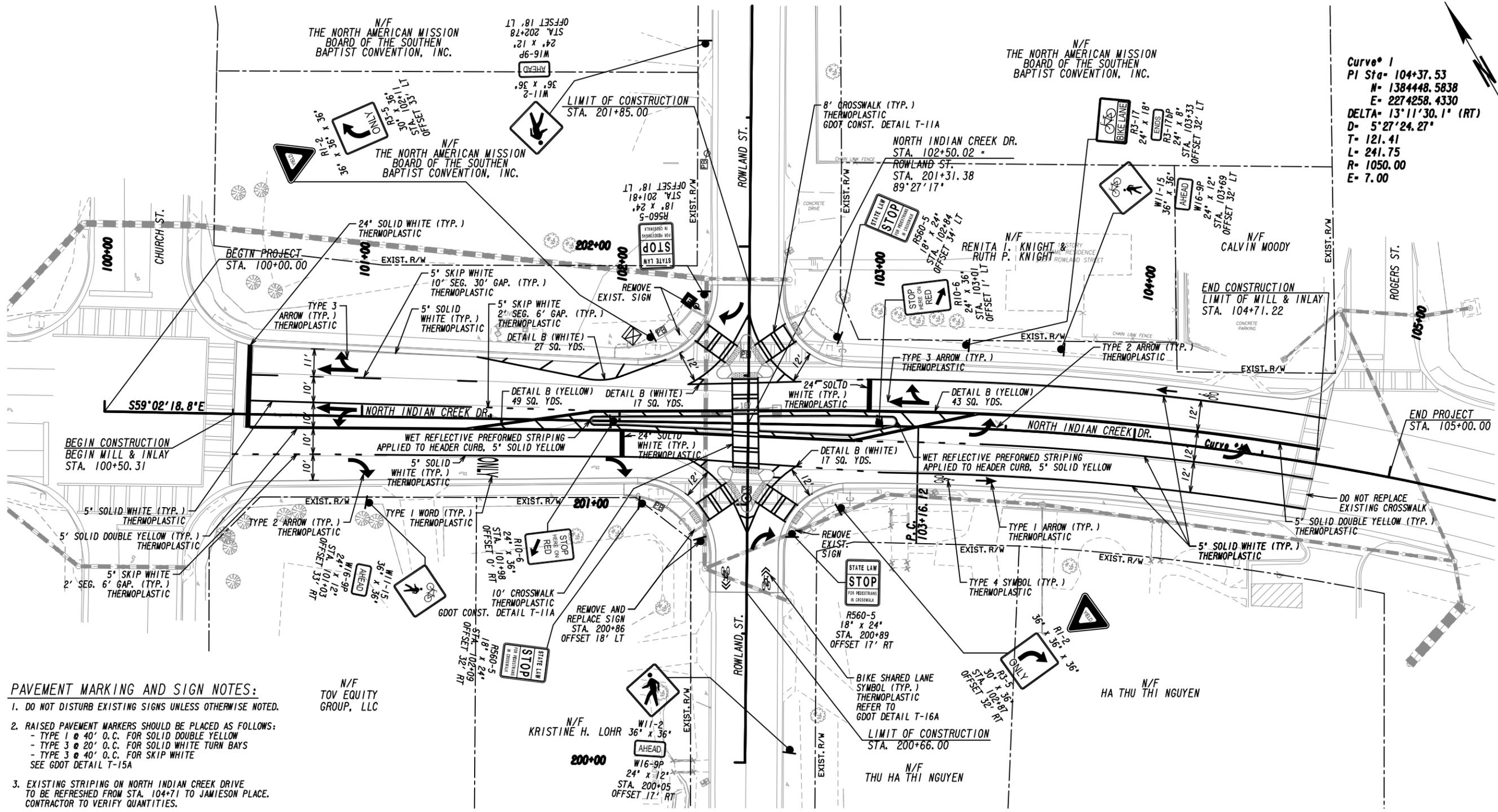


REVISION DATES


**UTILITY PLANS**  
CLARKSTON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

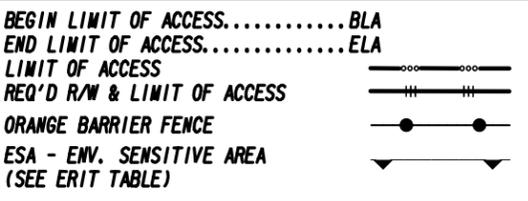
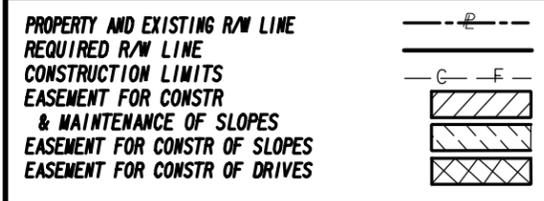
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BACKCHECKED:		DATE:			
CORRECTED:		DATE:			
VERIFIED:		DATE:			

24-0001



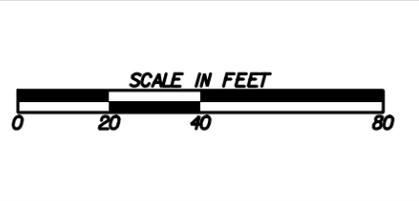
Curve 1  
 PI Sta- 104+37.53  
 N= 1384448.5838  
 E= 2274258.4330  
 DELTA= 13°11'30.1" (RT)  
 T= 121.41  
 L= 241.75  
 R= 1050.00  
 E= 7.00

- PAVEMENT MARKING AND SIGN NOTES:**
- DO NOT DISTURB EXISTING SIGNS UNLESS OTHERWISE NOTED.
  - RAISED PAVEMENT MARKERS SHOULD BE PLACED AS FOLLOWS:
    - TYPE 1 @ 40' O.C. FOR SOLID DOUBLE YELLOW
    - TYPE 3 @ 20' O.C. FOR SOLID WHITE TURN BAYS
    - TYPE 3 @ 40' O.C. FOR SKIP WHITE
    - SEE GDOT DETAIL T-15A
  - EXISTING STRIPING ON NORTH INDIAN CREEK DRIVE TO BE REFRESHED FROM STA. 104+71 TO JAMIESON PLACE. CONTRACTOR TO VERIFY QUANTITIES.



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**REVISION DATES**

NO.	DATE	DESCRIPTION

**SIGNING AND MARKING PLANS**  
 CLARKSTON PED ENHANCEMENTS  
 N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

TRAFFIC SIGNAL GENERAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.
3. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS (UP TO 5 FEET, MAXIMUM) IN LOCATION OF NEW SIGNAL POLES ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
5. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE CITY OF CLARKSTON PRIOR TO FINAL ACCEPTANCE.
6. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE CITY OF CLARKSTON. THE CONTRACTOR SHALL PROVIDE 48 HOURS ADVANCED NOTICE. CONTACT THE CITY OF CLARKSTON AT (404) 296-6489.
7. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
8. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL COORDINATE WITH COLLABORATIVE INFRASTRUCTURE SERVICES, INC.
9. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.
10. ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.
11. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO COLLABORATIVE INFRASTRUCTURE SERVICES, INC, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED DUE TO CONTRACTOR'S ACTIVITIES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES.
13. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNALS, DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INCLUDE THE COST, AS PART OF THE BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION, IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLATION.
14. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLATION AND SUPPORT DEVICES UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION HAS SATISFACTORILY COMPLETED A TEST PERIOD, 30 DAYS OF UNINTERRUPTED OPERATION. THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE LOCAL GOVERNMENT MAINTAINING AGENCY.
15. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE GDOT STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.
16. THERE IS NO KNOWN SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE AS SHOWN IN GA SPECIFICATION 201 TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO COLLABORATIVE INFRASTRUCTURE SERVICES, INC.

PROJECT NO.  
 PROJECT A  
 PROJECT NO.  
 PROJECT A

PROJECT NO.  
 PROJECT A  
 PROJECT NO.  
 PROJECT A



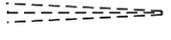
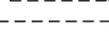
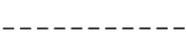
REVISION DATES

NO.	DATE	DESCRIPTION

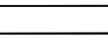
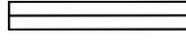
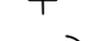
**SIGNAL PLANS**  
 CLARKSON PED ENHANCEMENTS  
 N. INDIAN CREEK RD. AT ROWLAND ST.

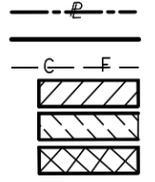
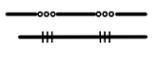
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BACKCHECKED:	DATE:	27-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

### EXISTING SIGNAL

-  CONTROLLER CABINET
-  STRAIN POLE
-  TIMBER POLE
-  DOWN GUY
-  MAST ARM
-  STREET LIGHT
-  3 SECTION HEAD
-  4 SECTION HEAD W/BACKPLATE
-  4/5 SECTION (CLUSTER/T-SHAPE) HEAD
-  OVERHEAD SIGN
-  PEDESTAL POLE
-  PED SIGNAL HEAD
-  CURB CUT RAMP
-  PULLBOX, (TYPE TO BE CALLED OUT)
-  6x6 PULSE LOOP
-  6x18 CALL LOOP
-  6x40 PRESENCE LOOP (DIPOLE)
-  6x40 PRESENCE LOOP (QUADRUPOLE)
-  CONDUIT
-  RAILROAD CONTROLLER
-  SIGN POST

### PROPOSED SIGNAL

-  CONTROLLER CABINET
-  STRAIN POLE
-  TIMBER POLE
-  DOWN GUY
-  MAST ARM
-  STREET LIGHT
-  3 SECTION HEAD
-  3 SECTION HEAD W/BACKPLATE
-  4 SECTION HEAD
-  4 SECTION HEAD W/BACKPLATE
-  4/5 SECTION (CLUSTER/T-SHAPE) HEAD
-  4/5 SECTION (CLUSTER/T-SHAPE) HEAD W/ BACKPLATE
-  OVERHEAD SIGN
-  PEDESTAL POLE
-  PED SIGNAL HEAD
-  CURB CUT RAMP - (SEE ADA DETAIL)
-  PULLBOX, (TYPE TO BE CALLED OUT)
-  6x6 PULSE LOOP
-  6x18 CALL LOOP
-  6x40 PRESENCE LOOP (DIPOLE)
-  6x40 PRESENCE LOOP (QUADRUPOLE)
-  CONDUIT, (TYPE TO BE CALLED OUT)
-  RAILROAD CONTROLLER
-  SIGN POST
-  RADAR DETECTION DEVICE
-  MAGNETOMETER DETECTION DEVICE
-  VIDEO DETECTION DEVICE
-  VIRTUAL DETECTION ZONE (RADAR, VIDEO, ETC)

<b>PROPERTY AND EXISTING R/W LINE</b> <b>REQUIRED R/W LINE</b> <b>CONSTRUCTION LIMITS</b> <b>EASEMENT FOR CONSTR</b> <b>&amp; MAINTENANCE OF SLOPES</b> <b>EASEMENT FOR CONSTR OF SLOPES</b> <b>EASEMENT FOR CONSTR OF DRIVES</b>		<b>BEGIN LIMIT OF ACCESS.....BLA</b> <b>END LIMIT OF ACCESS.....ELA</b> <b>LIMIT OF ACCESS</b> <b>REQ'D R/W &amp; LIMIT OF ACCESS</b>	
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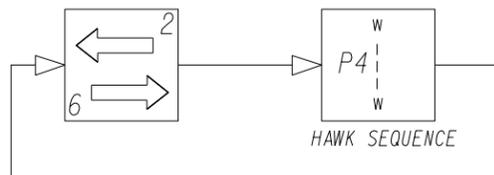


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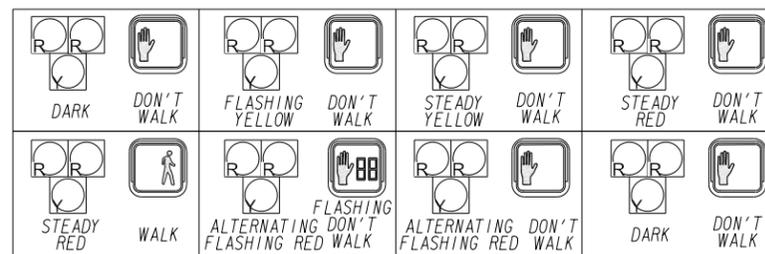
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Phone: 770-447-8999  
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REVISION DATES		SIGNAL PLANS	
		CLARKSTON PED ENHANCEMENTS	
		N. INDIAN CREEK RD. AT ROWLAND ST.	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			27-0002

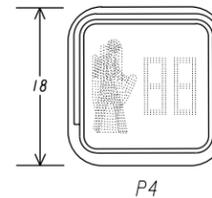
### PHASING DIAGRAM



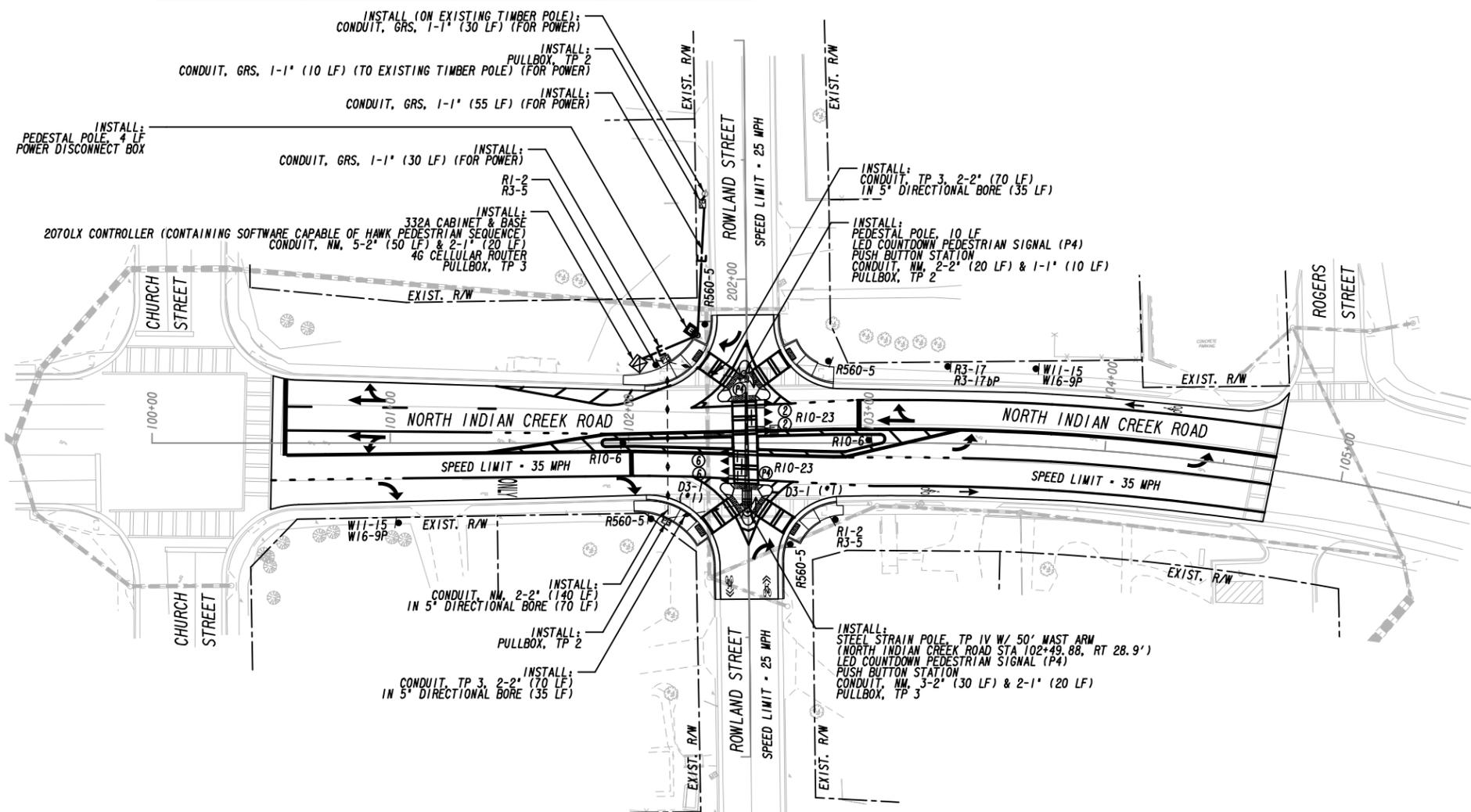
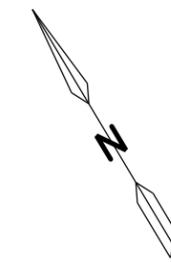
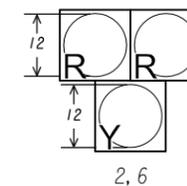
### SEQUENCE DIAGRAM



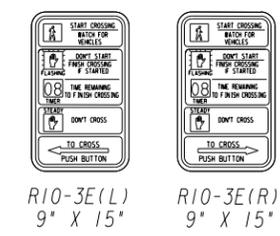
### PROPOSED PEDESTRIAN LED SIGNAL HEADS



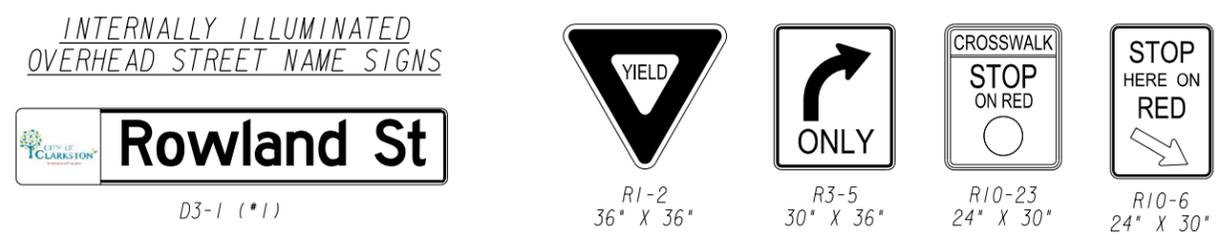
### LED SIGNAL HEADS WITH REFLECTIVE BORDER ON BACKPLATE



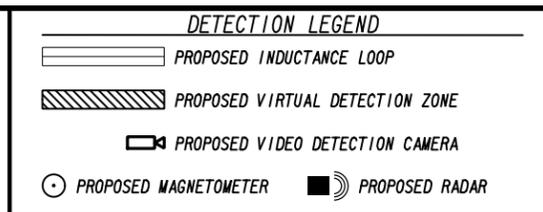
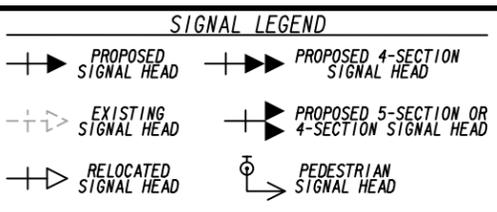
### PEDESTRIAN SIGNS



### REGULATORY SIGNS



- NOTES:
1. STRAIN POLE AND MAST ARM SHALL BE FLUTED AND POWDER COATED BLACK TO MATCH STREETSCAPE LOOK. SEE P. I. NO. 0007613 PLANS FOR DETAILS.
  2. PEDESTAL POLES SHALL BE FLUTED AND POWDER COATED BLACK TO MATCH STREETSCAPE LOOK. SEE P. I. NO. 0007613 PLANS FOR DETAILS.
  3. OVERHEAD STREET NAME SIGNS SHALL BE MOUNTED ON A BANNER ARM ATTACHED TO THE STRAIN POLE OF THE MAST ARM.
  4. ALL VEHICULAR AND PEDESTRIAN SIGNAL HOUSING SHALL BE BLACK.
  5. THE HAWK SIGNAL SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MUTCD (CURRENT VERSION).



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### REVISION DATES

NO.	DATE	DESCRIPTION

### SIGNAL PLANS

CLARKSTON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

LIST OF MATERIALS

MATERIALS	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
A. CONTROLLER UNIT, MODEL 2070LX	EA	1
D. CABINET ASSEMBLY, MODEL 332A	EA	1
F. SWITCH PACK	EA	3
G. DC ISOLATOR	EA	2
K. 2010 CONFLICT MONITOR, EXTENDED FEATURES (ETHERNET)	EA	1
332A PREFABRICATED CONTROLLER CABINET BASE	EA	1
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT) 3 PAIR, 18 AWG	REEL	1
SIGNAL CABLE (14 AWG) 7 CONDUCTOR, PER 1000 FT.	REEL	1
3-SECTION, 12" SIGNAL HEAD, CLUSTERED, LED, YELLOW HOUSING W/ BLACK FRONT, PLASTIC	EA	4
1-SECTION, 18" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP 9" HIGH, NUMBERS & 12" SYMBOLS	EA	2
PEDESTRIAN PUSH BUTTON STATION ASSEMBLY 9" x 15", W/SINGLE PUSH BUTTON ADAPTER FOR STEEL STRAIN POLE, ADJUSTABLE	EA	1
PEDESTRIAN PUSH BUTTON STATIONS, W/BUTTONS AND SIGNS: 9" x 15", R10-3e, (L)LEFT OR (R)RIGHT, COUNTDOWN	EA	2
BACK PLATE FOR ONE-WAY, 3-SECTION, CLUSTERED, 12" SIGNAL HEAD, ABS PLASTIC, BLACK W/ RETROREFLECTIVE STRIP	EA	4
HARDWARE FOR MAST ARM MOUNTING	EA	4
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY	EA	1
HARDWARE FOR SIDE-OF-POLE MOUNTING, ONE-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE	EA	1
PEDESTAL POLE, 10 FT. & SQUARE BASE	EA	1
PEDESTAL POLE, 4 FT. & SQUARE BASE	EA	1
PULLBOX, PB-2	EA	3
PULLBOX, PB-3	EA	2
CONDUIT, 1"	LF	50
CONDUIT, 2"	LF	100
R10-23 SIGN	EA	2
POWER DISCONNECT BOX	EA	1
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	1

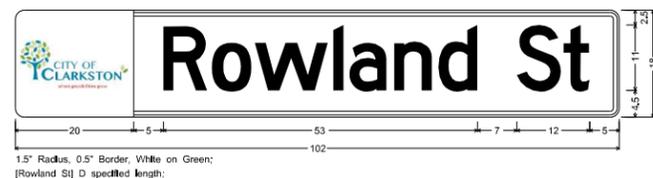
LIST OF MATERIALS IS "FOR INFORMATION ONLY"  
AND SHOULD BE VERIFIED BY THE CONTRACTOR.

PAY ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
639-3004	STEEL STRAIN POLE, TP IV - WITH 50 FT MAST ARM	EA	1
647-1000	TRAFFIC SIGNAL INSTALLATION NO. 1	LUMP	1
647-3000	INTERNALLY ILLUMINATED STREET SIGN	EA	1
647-3001	INTERNALLY ILLUMINATED STREET SIGN SIGN CONTROL ASSEMBLY	EA	1
682-6110	CONDUIT, GRS, 1 IN	LF	125
682-6233	CONDUIT, NONMETAL, TP 3, 2 IN	LF	280
682-9950	DIRECTIONAL BORE - 5 IN	LF	140
926-2500	4G CELLULAR ROUTER, TYPE B	EA	1

DETAILS OF OVERHEAD STREET NAME SIGNS

ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED.



D3-1 (#1)

332 CABINET INPUT ASSIGNMENT

SLOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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UPPER INPUT FILE

TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC	
CARD												DC ISO		DC ISO	
CI PIN	56	39	63	47	58	41	65	49	60			80	67	68	81
FUNCTION												ADVANCE			FLASH
FIELD TERM	TB2 1, 2	TB2 5, 6	TB2 9, 10	TB4 1, 2	TB4 5, 6	TB4 9, 10	TB6 1, 2	TB6 5, 6	TB6 9, 10			TB8 4, 6	TB8 7, 9		N/C

CI PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
FUNCTION											ENABLE	# 4 PED		STOP TIME
FIELD TERM	TB2 3, 4	TB2 7, 8	TB2 11, 12	TB4 3, 4	TB4 7, 8	TB4 11, 12	TB6 3, 4	TB6 7, 8	TB6 11, 12			TB8 5, 6	TB8 8, 9	N/C

LOWER INPUT FILE

TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CARD														
CI PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
FUNCTION												EVA	EVB	RR 1
FIELD TERM	TB3 1, 2	TB3 5, 6	TB3 9, 10	TB5 1, 2	TB5 5, 6	TB5 9, 10	TB7 1, 2	TB7 5, 6	TB7 9, 10			TB9 4, 6	TB9 7, 9	TB9 10, 12

CI PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
FUNCTION											SPARE 3	EVC	EVD	RR 2
FIELD TERM	TB3 3, 4	TB3 7, 8	TB3 11, 12	TB5 3, 4	TB5 7, 8	TB5 11, 12	TB7 3, 4	TB7 7, 8	TB7 11, 12			TB9 5, 6	TB9 8, 9	TB9 11, 12

GENERAL NOTES

- OVERHEAD STREET NAME SIGNS SHALL BE INTERNALLY ILLUMINATED.
- EACH SIGN SHALL CONTAIN A MINIMUM OF (2) UNDERHANG MOUNTS.
- SIGN LEGEND SHALL BE 11-IN. UPPER CASE & 9-IN. LOWER CASE SERIES "D" LETTERS.
- THE LED MUST HAVE A WHITE ULTRA-BRIGHT LED ILLUMINATION.
- THE OVERHEAD STREET NAME SIGN MUST HAVE A RAZOR FRAME THAT IS BLACK.
- THE BACKGROUND COLOR SHALL BE 3M ELECTRO-CUT FILM OR COMPARABLE WITH THE FOLLOWING COLORS:  
- GREEN - EC FILM SERIES - 1177  
- YELLOW - EC FILM SERIES - 1171
- INTERNALLY ILLUMINATED STREET NAME SIGNS WILL BE PAID FOR UNDER THE 647-3000 AND 647-3001 PAY ITEMS.

REVISION DATES

NO.	DATE	DESCRIPTION

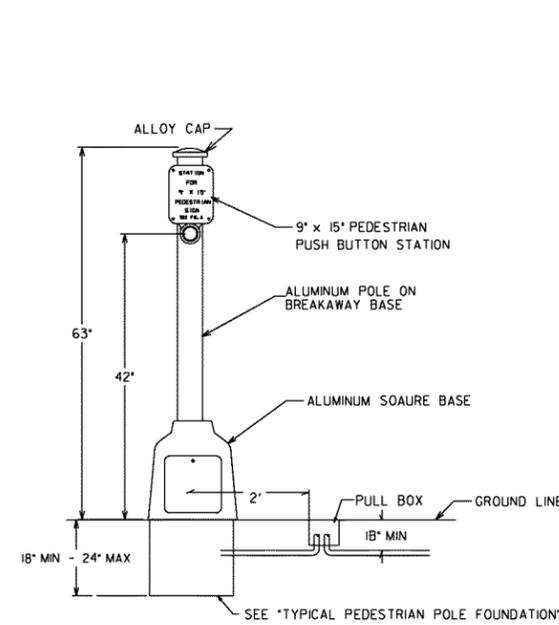
SIGNAL PLANS  
CLARKSON PED ENHANCEMENTS  
N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0004
CORRECTED:	DATE:	
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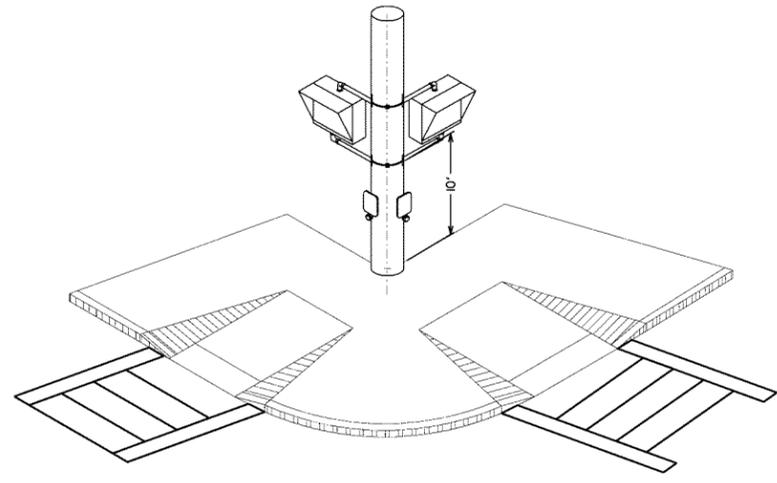
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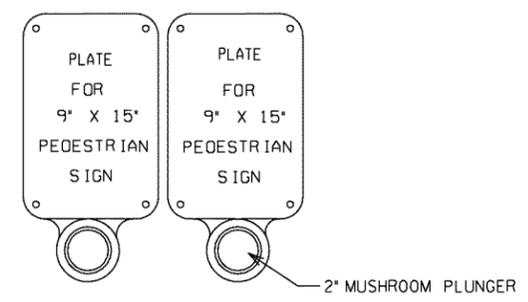




PEDESTRIAN PUSH BUTTON POST

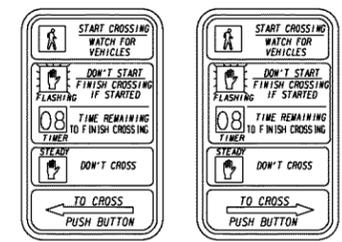


PEDESTRIAN SIGNAL HEAD ORIENTATION FOR SIDE OF POLE MOUNTING

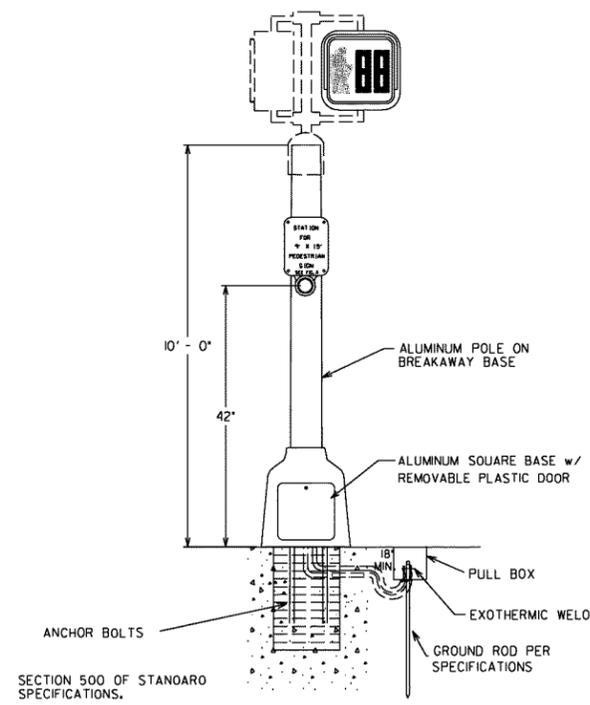


A 'PUSH BUTTON STATION' IS THAT PIECE OF EQUIPMENT THAT CONTAINS THE PEDESTRIAN INSTRUCTIONAL SIGN PLATE AND THE PUSH BUTTON

PEDESTRIAN PUSH BUTTON STATION



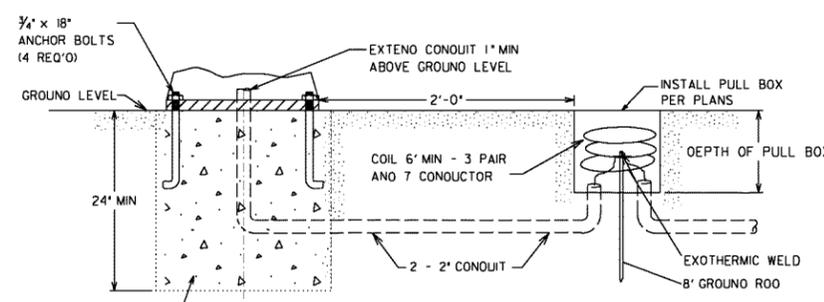
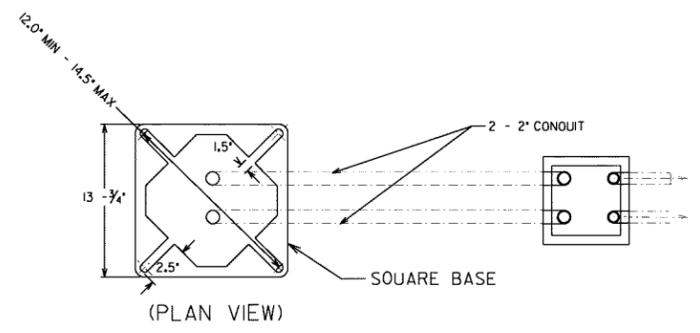
PEDESTRIAN SIGNS



DETAIL FOR PEDESTRIAN SIGNAL POLES

NOTE: DETAILS SHOWN IS FOR TOP POST MOUNTING ASSEMBLY ON 10 FEET PEDESTRIAN POLE. A CLAMSHELL MOUNTING ASSEMBLY (NOT SHOWN) MAY BE USED AS APPROVED BY THE DEPARTMENT. THE CLAMSHELL MOUNTING HARDWARE ASSEMBLY SHALL MEET THE SAME GOOT STANDARDS AS THE PEDESTRIAN SIGNAL HOUSING IN PAINT AND MATERIAL.

INSTALL PEDESTRIAN SIGNAL HEADS SO THAT VEHICLES MAKING TURNS WILL NOT DAMAGE THE EQUIPMENT

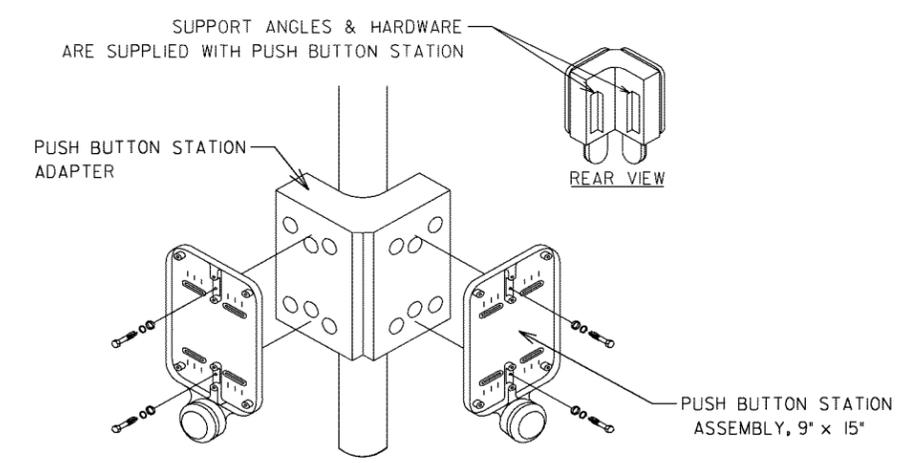


TYPICAL PEDESTRIAN POLE FOUNDATION

CLASS A CONCRETE PER SECTION 500 OF STANDARD SPECIFICATIONS

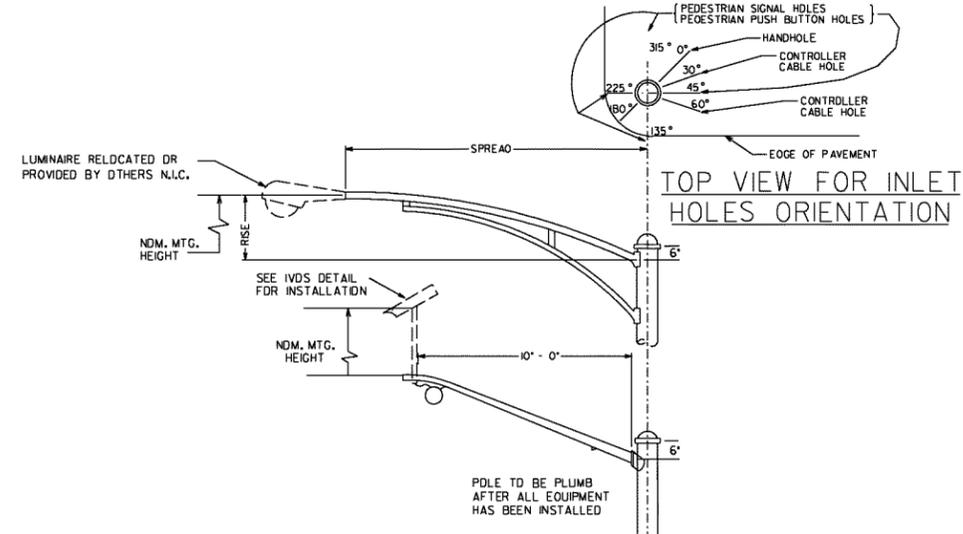
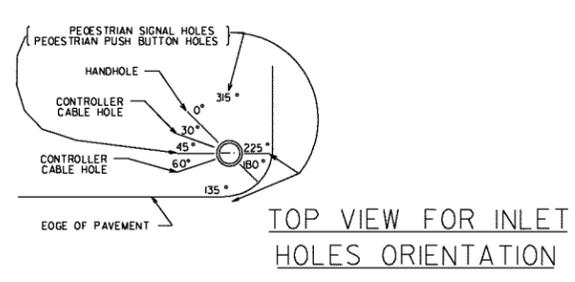
Guidelines For Usage On Metric Projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1" = 25mm, 4" = 100mm, and 12" = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.



DOUBLE PUSH BUTTON STATION ADAPTER FOR 4" DIA. PEDESTRIAN POLE

DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION DESCRIPTION	TRAFFIC SIGNAL DETAIL <b>PEDESTRIAN FACILITIES INSTALLATION DETAILS</b>
REV. BY:	APRIL 2010 NOT TO SCALE - REPORT ERRORS
	DETAIL NUMBER <b>TS-03A</b>



**NOTES:**

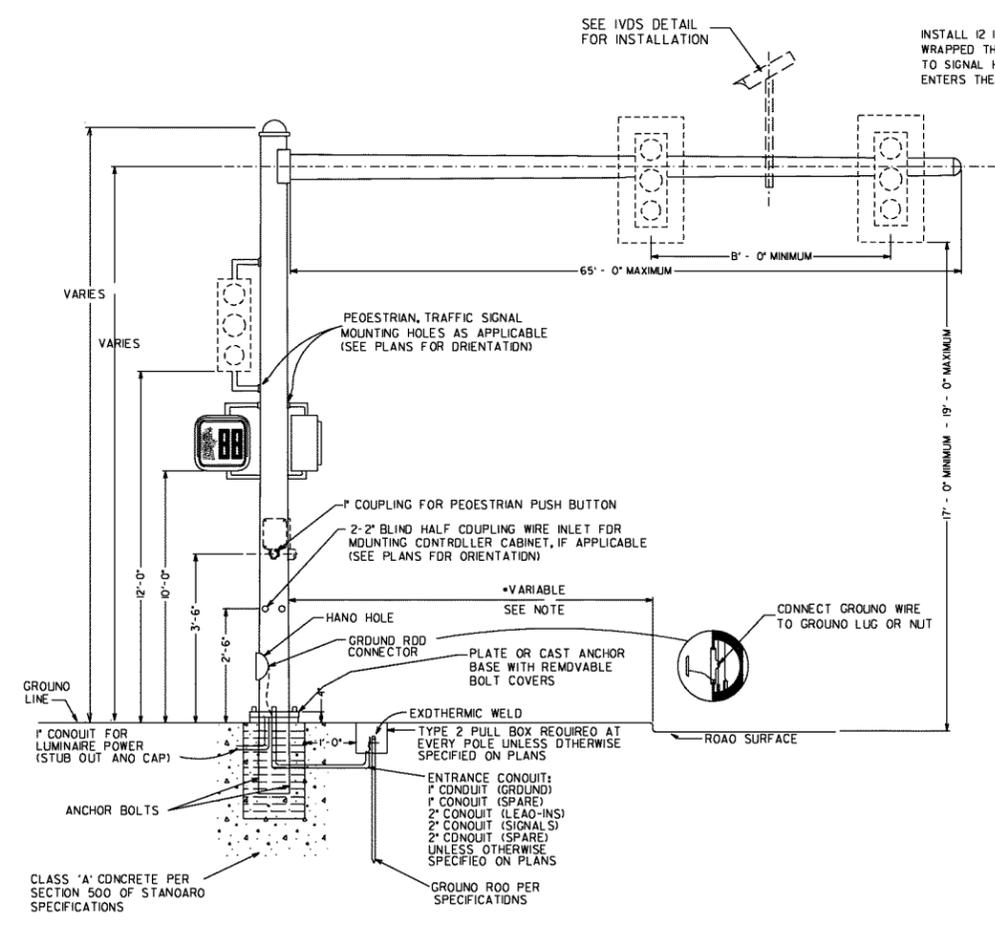
DRAWINGS AND OTHER DATA INDICATING POLE DIMENSIONS AND DESIGN TOGETHER WITH DESIGN OF BASE SHALL BE PREPARED BY THE CONTRACTOR AND APPROVED BY THE DEPT. ENGINEER, PER SPECIFICATIONS AND DETAILS.

FOUNDATION SIZE AND REINFORCING SHALL BE DETERMINED FROM THE "STRAIN POLE FOUNDATIONS" SHEET WITH THE USE OF THE BENDING MOMENT AT YIELD PROVIDED BY POLE MANUFACTURER.

ALL HOLES IN MAST ARMS MUST BE FABRICATED BY THE MANUFACTURER. SEE SECTION 925 OF STANDARD SPECIFICATIONS REGARDING RIGID MOUNTING HARDWARE FOR SIGNAL HEADS.

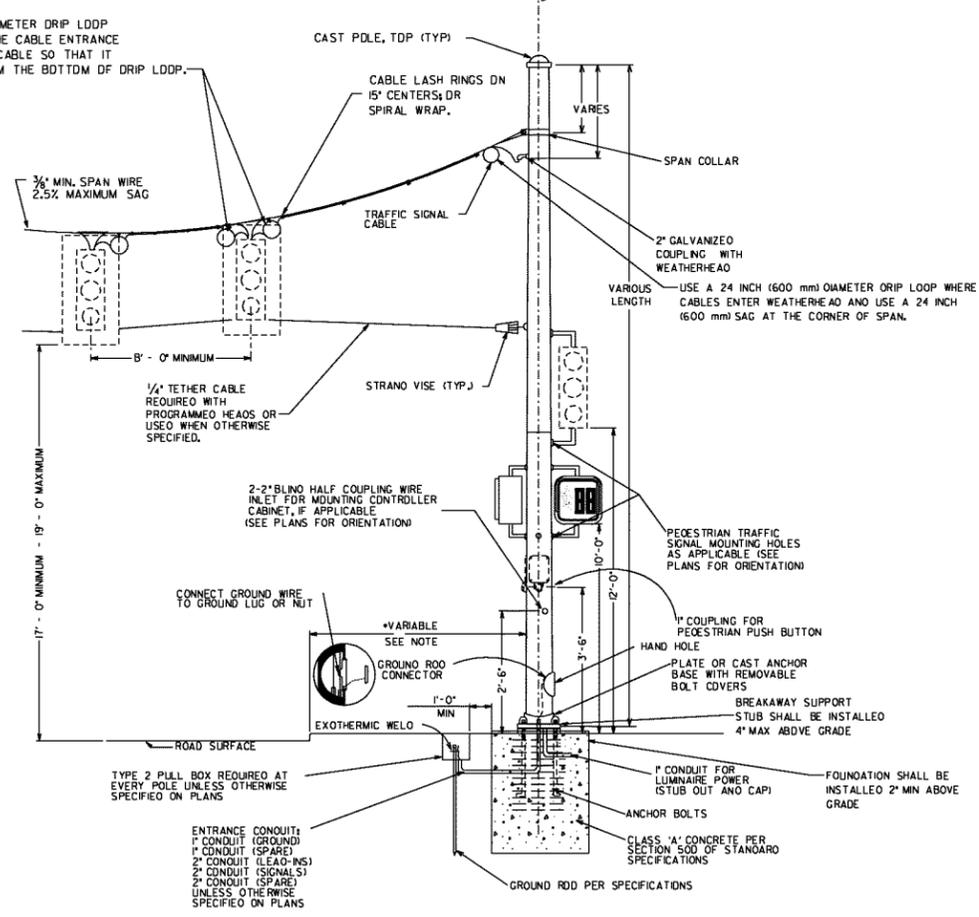
WHEN POLES ARE LOCATED ON ALL CORNERS, LUMINAIRES ARE TO BE INSTALLED PERPENDICULAR TO THE FAR SIDE APPROACHING TRAFFIC.

WHEN LUMINAIRES ARE ONLY BEING INSTALLED ON TWO CORNERS, THEY SHOULD BE INSTALLED PERPENDICULAR TO THE FAR SIDE APPROACHING TRAFFIC ON THE MAJOR APPROACH.

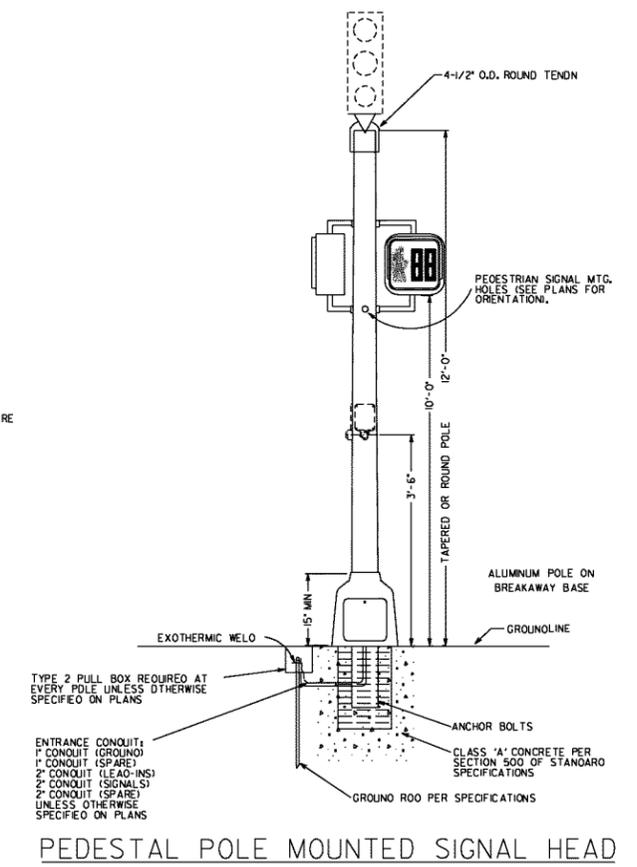


TYPICAL MAST ARM POLE DETAIL

INSTALL 1/2 INCH (300 mm) DIAMETER DRIP LODP WRAPPED THREE TIMES AT THE CABLE ENTRANCE TO SIGNAL HEADS. ARRANGE CABLE SO THAT IT ENTERS THE STRUCTURE FROM THE BOTTOM OF DRIP LODP.



TYPICAL STEEL STRAIN POLE DETAIL



PEDESTAL POLE MOUNTED SIGNAL HEAD

**\*NOTE:**

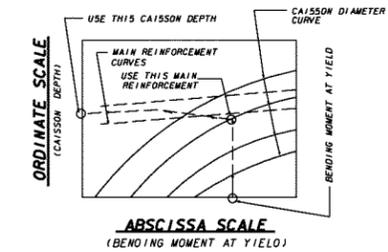
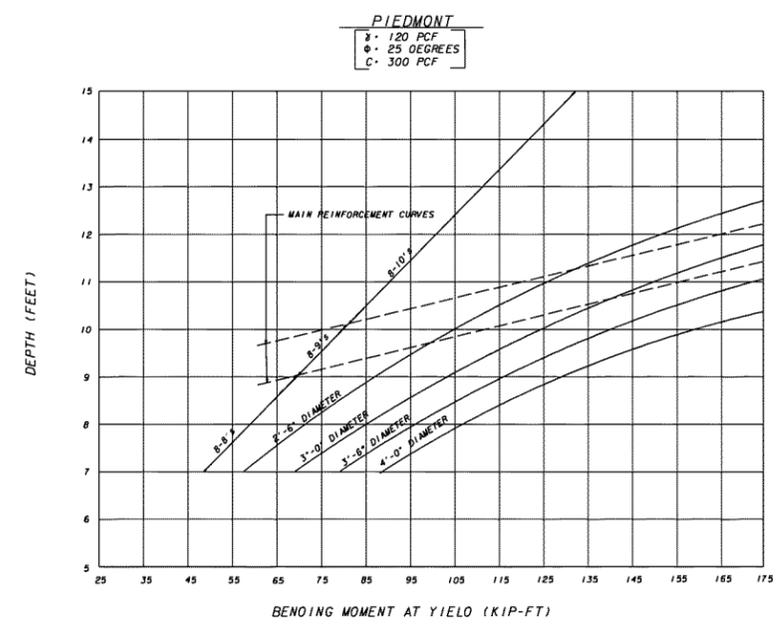
CLEAR-ZONE WIDTH REQUIREMENTS ARE BASED ON AVERAGE DAILY TRAFFIC AND VEHICLE SPEEDS. SEE THE AASHTO "ROADSIDE DESIGN GUIDE" FOR GUIDANCE ON DESIGN OF CLEAR-ZONE AREAS.

FOUNDATIONS SHALL BE INSTALLED ABOVE GRADE, BUT NOT EXCEED 4" MAXIMUM STUB HEIGHT TO LESSEN SNAGGING OF THE UNDERCARRIAGE OF A VEHICLE

*Guidelines For Usage On Metric Projects*

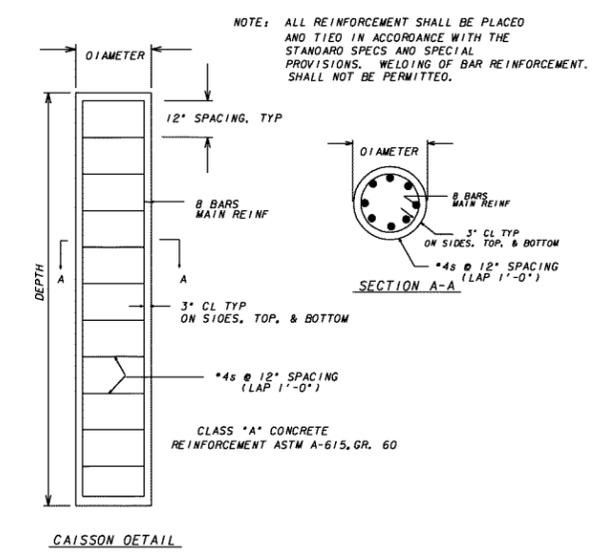
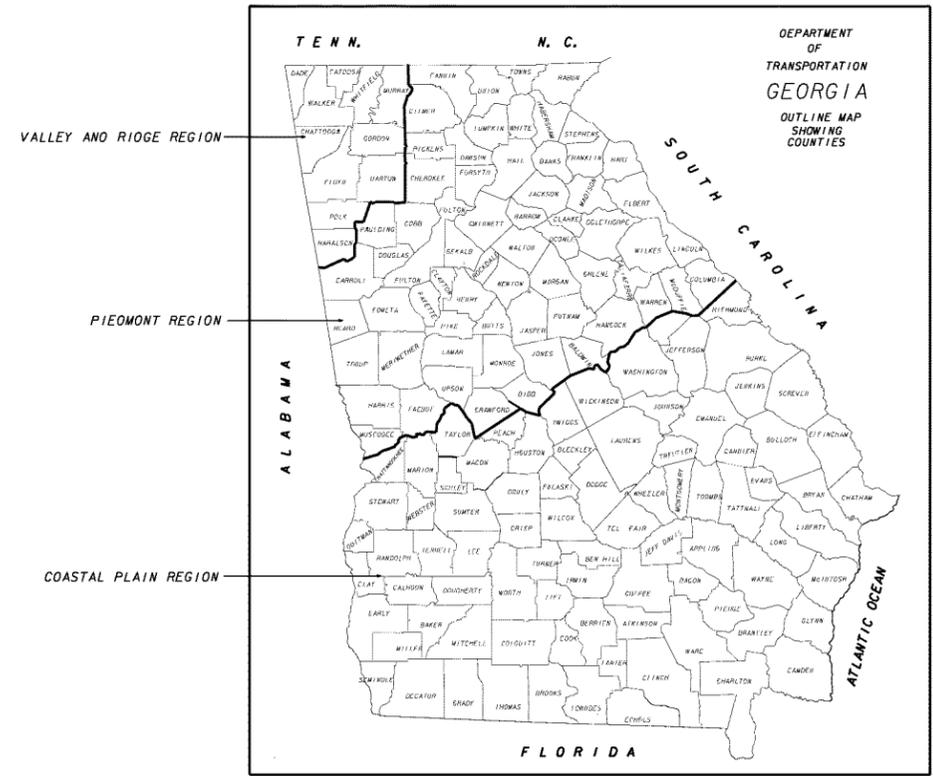
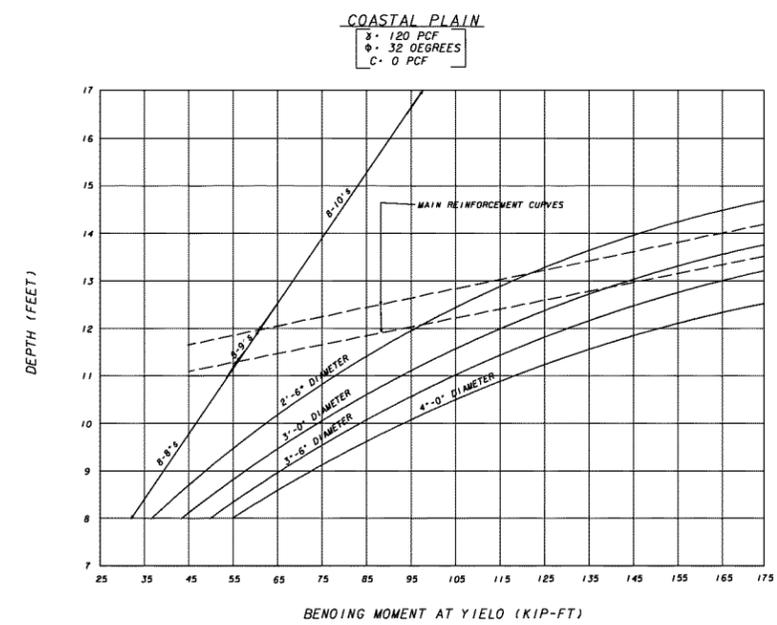
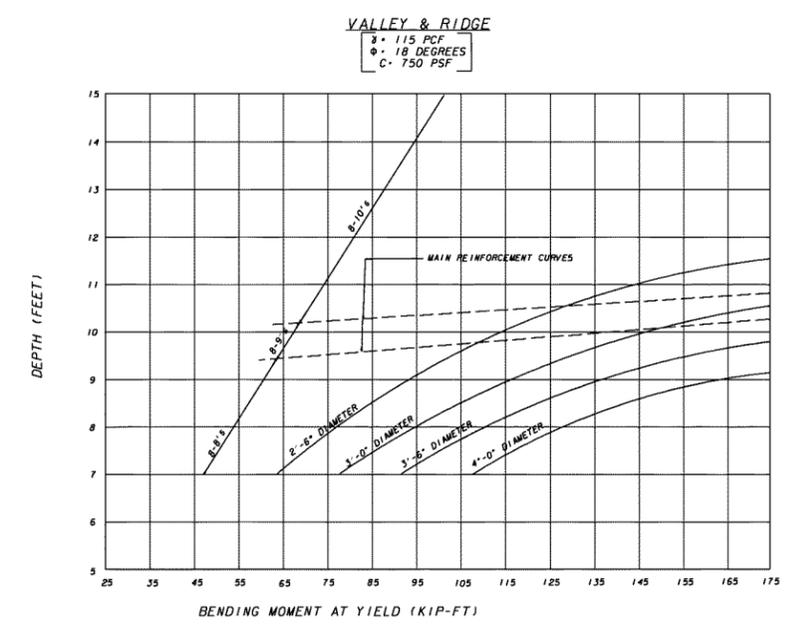
When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1" = 25mm, 4" = 100mm and 12" or 1'-0" = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION DESCRIPTION		TRAFFIC SIGNAL DETAIL DETAILS OF METAL TRAFFIC SIGNAL SUPPORT STRUCTURES	
REV. BY:		APRIL 2010 NOT TO SCALE - REPORT ERRORS	DETAIL NUMBER TS-04



**PROCEDURE TO FIND FOOTING SIZE**

1. DETERMINE "BENDING MOMENT AT YIELD" FROM APPROVED SHOP DRAWINGS
2. SELECT DIAMETER OF CAISSON.
3. READ "BENDING MOMENT AT YIELD" ON ABCISSA SCALE, PROJECT A VERTICAL LINE UPWARD UNTIL THE DESIRED "CAISSON DIAMETER CURVE" IS INTERSECTED. TURN 90 DEGREES AND PROJECT A HORIZONTAL LINE UNTIL THE ORDINATE SCALE IS INTERSECTED.
4. READ THE REQUIRED "CAISSON DEPTH" FROM THE INTERSECTION POINT ON THE ORDINATE SCALE DEPTH SHALL BE INTERPOLATED TO THE NEAREST 3 INCH INCREMENT.
5. READ THE REQUIRED "MAIN REINFORCEMENT SIZE" FROM THE INTERSECTION POINT ON THE CAISSON DIAMETER CURVE.

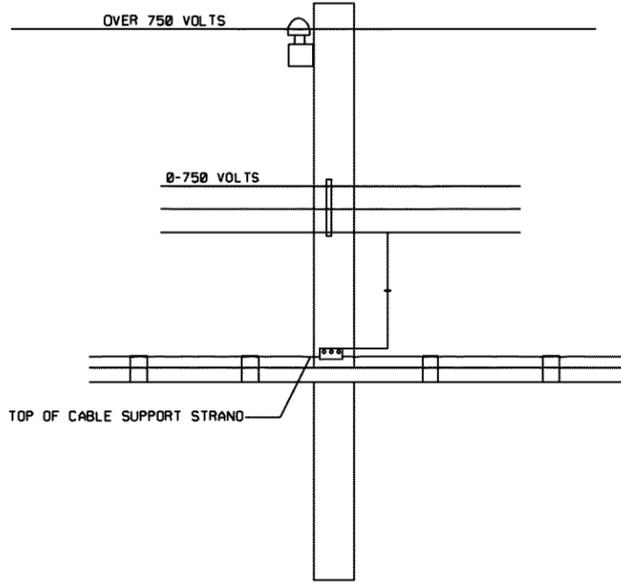


DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION DESCRIPTION	TRAFFIC SIGNAL DETAIL DETAILS OF STRAIN POLE AND MAST ARM FOUNDATIONS
REV. BY	APRIL 2010
	DETAIL NUMBER TS-06

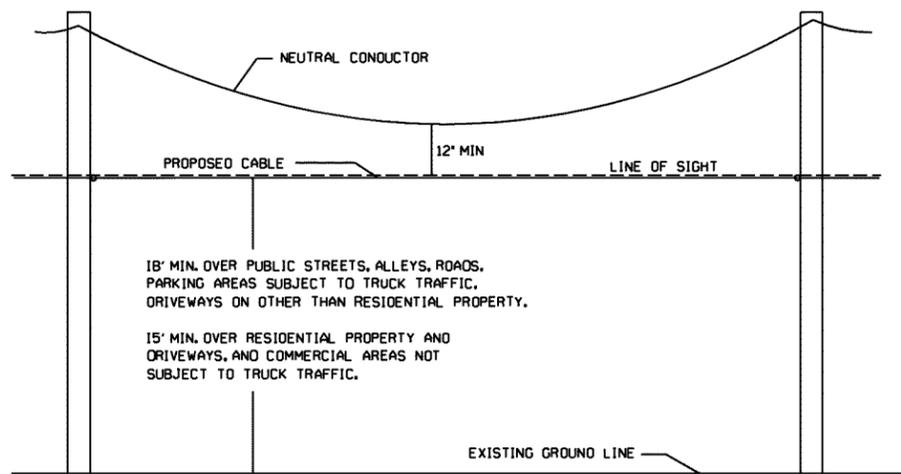
NOT TO SCALE - REPORT ERRORS



TYPICAL DETAIL "A"  
TYPICAL POWER SEPARATION AT POLE



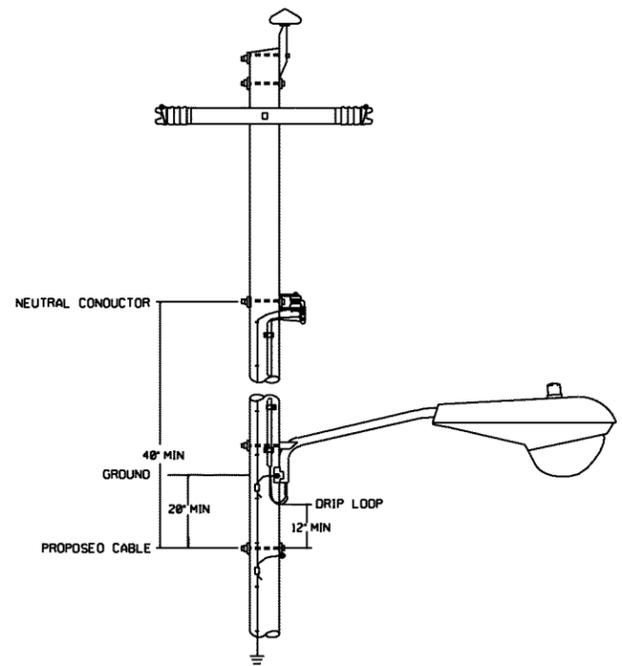
TYPICAL DETAIL "B"  
SEPARATION REQUIREMENTS FOR MID-SPAN AND AT CROSSINGS



18' MIN. OVER PUBLIC STREETS, ALLEYS, ROADS, PARKING AREAS SUBJECT TO TRUCK TRAFFIC, DRIVEWAYS ON OTHER THAN RESIDENTIAL PROPERTY.  
15' MIN. OVER RESIDENTIAL PROPERTY AND DRIVEWAYS, AND COMMERCIAL AREAS NOT SUBJECT TO TRUCK TRAFFIC.

THE VERTICAL SEPARATION FROM NEUTRAL CONDUCTORS SHALL BE INCREASED SO THAT THE LOWEST POINT OF THE NEUTRAL CONDUCTOR (IN THE SPAN OR AT THE CROSSING) WILL BE AT LEAST 12 INCHES ABOVE THE COMMUNICATION CABLE ATTACHMENT LEVEL (LINE OF SIGHT) AS ILLUSTRATED ABOVE.

TYPICAL DETAIL "C"  
STREET LIGHT BRACKET SEPARATION  
NOTE: SEE TABLE BELOW

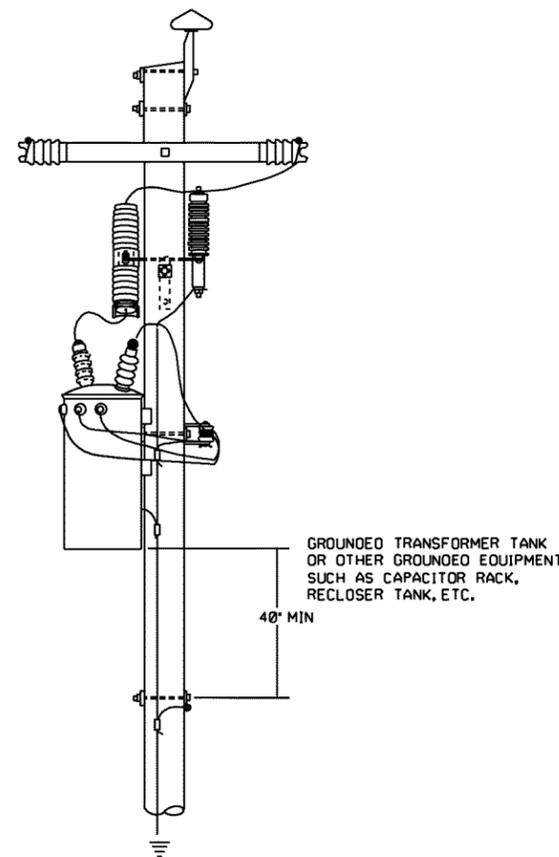


VERTICAL CLEARANCES AT THE POLE FOR SPAN WIRES AND BRACKETS FOR STREET LIGHTS (RULE 238C)

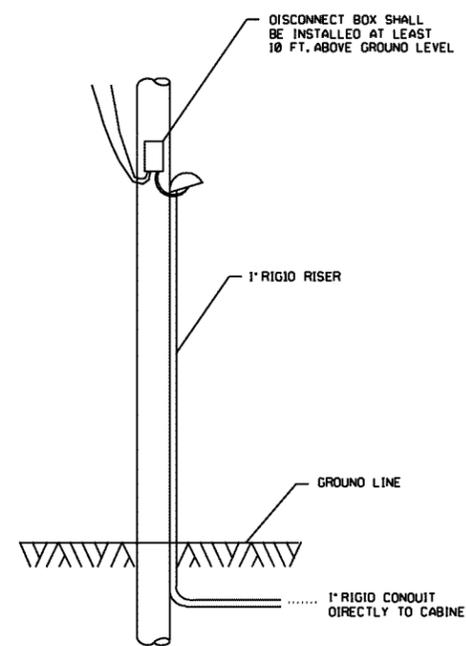
TYPE OF CLEARANCE	IF EFFECTIVELY GROUNDED	CLEARANCE (IN.) IF NOT EFFECTIVELY GROUNDED		
		UP TO 150V	OVER 150V	FOR TROLLEY CONDUCTORS
ABOVE COMMUNICATION CROSS ARMS	20 (A)	20 (A)	20 (A)	20 (A)
BELOW COMMUNICATION CROSS ARMS	24	24	40	24
ABOVE COMMUNICATION CABLES	4	20 (A)	20 (A)	12
BELOW COMMUNICATION CABLES	4	20	40	12
FROM COMMUNICATION TERMINAL BOXES	4	20 (A)	20 (A)	12 (B)
FROM COMMUNICATION BRACKETS, BRIDLE WIRE RINGS, AND DRIVE HOOKS	4	16 (A)	16 (A)	4

NOTES A. MAY BE REDUCED TO 12 IN. FOR WIRES OR PARTS OF BRACKETS 40 IN. OR MORE FROM SURFACE OF POLE  
B. IF OBTAINABLE IF NOT, MAXIMUM OBTAINABLE

TYPICAL DETAIL "D"  
TYPICAL TRANSFORMER AND POWER RISER SEPARATION WITHOUT GUARD ARM



TYPICAL DETAIL "E"  
TYPICAL DISCONNECT BOX INSTALLATION



Guidelines For Usage On Metric Projects  
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DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION DESCRIPTION		TRAFFIC SIGNAL DETAIL UTILITY CLEARANCE DETAIL	
REV. BY:		APRIL 2010 <small>NOT TO SCALE - REPORT ERRORS</small>	DETAIL NUMBER TS-08

### ESPCP GENERAL NOTES

THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND DISTURBING ACTIVITIES.

EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

### PLAN ALTERATIONS

THIS EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN (ESPCP) IS PROVIDED BY THE ENGINEER. IT ADDRESSES THE STAGED CONSTRUCTION OF THE PROJECT ON THE BASIS OF COMMON CONSTRUCTION METHODS AND TECHNIQUES. IF THE CONTRACTOR ELECTS TO ALTER THE STAGED CONSTRUCTION FROM THAT SHOWN IN THE PLANS OR UTILIZE CONSTRUCTION TECHNIQUES THAT RENDER THIS PLAN INEFFECTIVE, THE CONTRACTOR SHALL REVISE THE PLANS IN ACCORDANCE TO SPECIAL PROVISION 161 OF THE CONTRACT.

THE CONTRACTOR, THE CERTIFIED DESIGN PROFESSIONAL, AND THE WECS SHALL CAREFULLY EVALUATE THIS PLAN PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES. AMENDMENTS/REVISIONS TO THE ES&PC PLAN WHICH HAVE A SIGNIFICANT EFFECT ON BMP'S WITH A HYDRAULIC COMPONENT MUST BE CERTIFIED BY THE DESIGN PROFESSIONAL. ADDITIONAL BMP'S MAY BE ADDED PER SPECIAL PROVISION 161 - CONTROL OF SOIL EROSION AND SEDIMENTATION.

### VEGETATION AND PLANTING SCHEDULE

ALL TEMPORARY AND PERMANENT VEGETATIVE PRACTICES INCLUDING PLANT SPECIES, PLANTING DATES, SEEDING, FERTILIZING, LIMING, AND MULCHING FOR THIS PROJECT CAN BE FOUND IN SECTION 700 OF THE CURRENT EDITION OF THE DEPARTMENT'S STANDARD SPECIFICATIONS (OR SPECIAL PROVISIONS) AND OTHER APPLICABLE CONTRACT DOCUMENTS, OR LANDSCAPING PLANS.

THE SEEDING TABLE BELOW SHOULD BE USED IN DETERMINING GRASS SPECIES DEPENDENT ON PLANTING DATES. DEKALB COUNTY IS IN PLANTING ZONE I.

APPLY FERTILIZER AS FOLLOWS:

AGRICULTURAL LIME - UNIFORMLY SPREAD AGRICULTURAL LIME ON THE GROUND AT THE APPROXIMATE RATE DETERMINED BY THE LABORATORY SOIL TEST.

FERTILIZER MIXED GRADE - UNIFORMLY SPREAD THE FERTILIZER SELECTED OVER THE GROUND AT APPROXIMATELY 1,200 LBS/ACRE. IF USING HIGHER ANALYSIS FERTILIZER WITH HYDROSEEDING, APPLY IT AT THE SAME RATE PER ACRE AS THE STANDARD FERTILIZER.

SELECT FERTILIZER MIXED GRADE SUCH AS 10-10-10, 6-12-12, 5-10-15, OR OTHER ANALYSIS WITHIN THE FOLLOWING LIMITS:

- NITROGEN 5 TO 10 PERCENT
- PHOSPHORUS 10 TO 15 PERCENT
- POTASSIUM 10 TO 15 PERCENT

IF USING MIXED GRADE FERTILIZER FOR HYDROSEEDING, ENSURE IT HAS THE FOLLOWING ANALYSIS:

- NITROGEN 5 TO 19 PERCENT
- PHOSPHORUS 10 TO 19 PERCENT
- POTASSIUM 10 TO 19 PERCENT

### SEQUENCE OF MAJOR ACTIVITIES

THE CONTRACTOR IS RESPONSIBLE FOR DEVELOPING THE CONSTRUCTION SCHEDULE FOR THE PROJECT. THE CONSTRUCTION SCHEDULE FOR THIS PROJECT SHALL BE SUBMITTED AFTER THE PROJECT IS AWARDED. A COPY OF THE CONSTRUCTION SCHEDULE SHALL BE MAINTAINED AT THE PROJECT SITE.

#### PHASE I

1. INSTALL STABILIZED CONSTRUCTION EXIT, IF REQUIRED.
2. INSTALL SILT FENCE(S) ON THE SITE. (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL SILT FENCE).
3. PREPARE TEMPORARY PARKING AND STORAGE AREA AND INSTALL TEMPORARY SECURITY FENCE, IF REQUIRED.
4. INSTALL INLET PROTECTION MEASURES ON THE EXISTING DRAINAGE STRUCTURES AS INDICATED.
5. BEGIN DEMOLITION OF EXISTING FEATURES AS NOTED IN PLANS.

#### PHASE II

1. BEGIN CLEARING AND GRUBBING.
2. TEMPORARY SEED, THROUGHOUT CONSTRUCTION, DENUDE AREAS THAT WILL BE INACTIVE FOR 14 DAYS OR MORE.

#### PHASE III

1. PERMANENTLY STABILIZE ALL DISTURBED AREAS.
2. REMOVE TEMPORARY BMP'S.
3. INSPECTION AND MAINTENANCE REPORT FORMS ARE TO BE MAINTAINED BY THE CONTRACTOR FOR THREE YEARS FOLLOWING FINAL STABILIZATION OF THE SITE.

NOTE: THE CONTRACTOR MAY COMPLETE CONSTRUCTION-RELATED ACTIVITIES CONCURRENTLY ONLY IF PRECEDING BMP'S HAVE BEEN COMPLETELY INSTALLED.

### TEMPORARY MULCHING

EPD GENERAL PERMIT GAR 100002 STATES THAT ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING. HOWEVER IN SPECIAL CASES, THE PROJECT ENGINEER MAY REQUIRE THE CONTRACTOR TO PERFORM STABILIZATION MORE OFTEN THAN 14 DAYS.

### PETROLEUM STORAGE, SPILLS, AND LEAKS

THESE PLANS EXPRESSLY DELEGATE THE RESPONSIBILITY OF PROPER ON-SITE HAZARDOUS MATERIAL MANAGEMENT TO THE CONTRACTOR. THE CONTRACTOR SHALL AT A MINIMUM PROVIDE AN ACTION PLAN AND KEEP THE NECESSARY MATERIALS ON SITE FOR THE CAPTURE, CLEAN UP, AND DISPOSAL OF ANY PETROLEUM PRODUCT, OR OTHER HAZARDOUS MATERIAL, LEAKS OR SPILLS ASSOCIATED WITH THE SERVICING, REFUELING OR OPERATION OF ANY EQUIPMENT UTILIZED AT THE SITE. A COPY OF THE ACTION PLAN SHALL BE SUBMITTED TO THE PROJECT ENGINEER AND MAINTAINED ON THE PROJECT SITE. ALL PERSONNEL OPERATING OR SERVICING EQUIPMENT SHALL BE FAMILIAR WITH THE ACTION PLAN. THE CONTRACTOR SHALL NOT PARK, REFUEL, OR MAINTAIN EQUIPMENT WITHIN STREAM BUFFERS.

IF THE CONTRACTOR ELECTS TO STORE PETROLEUM PRODUCTS ON SITE, THE CONTRACTOR SHALL PREPARE AN ESPCP ADDENDUM THAT ADDRESSES THE ADDITIONAL BMP'S NEEDED FOR ONSITE STORAGE AND SPILL PREVENTION FOR PETROLEUM PRODUCTS. THIS PLAN SHALL BE PREPARED BY A CERTIFIED DESIGN PROFESSIONAL AS REQUIRED BY GARIO0002 FOR INCLUSION WITH THESE PLANS. THE CONTRACTOR'S ATTENTION IS SPECIFICALLY DIRECTED TO STANDARD SPECIFICATION 107-LEGAL REGULATIONS AND RESPONSIBILITY TO THE PUBLIC FOR ADDITIONAL REQUIREMENTS.

### SOIL SERIES INFORMATION

THE FOLLOWING IS A SUMMARY OF THE SOILS THAT ARE EXPECTED TO BE FOUND ON THE PROJECT SITE:

CuC Cecil-Urban land complex, 2 to 10 percent slopes

### POST-CONSTRUCTION BMP'S FOR STORMWATER MANAGEMENT

ALL PERMANENT POST-CONSTRUCTION BMP'S ARE SHOWN IN THE CONSTRUCTION PLANS AND IN THE ESPCP PLAN. THE POST-CONSTRUCTION BMP'S FOR THIS PROJECT CONSIST OF VEGETATION, WHICH WILL PROVIDE PERMANENT STABILIZATION OF THE SITE AND PREVENT ABNORMAL TRANSPORTATION OF SEDIMENT AND POLLUTANTS INTO RECEIVING WATERS.

### SILT FENCE INSTALLATIONS WITH J-HOOKS AND SPURS

SILT FENCE SHOULD NEVER BE RUN CONTINUOUSLY. THE SILT FENCE SHOULD TURN BACK INTO THE FILL OR SLOPE TO CREATE SMALL POCKETS THAT TRAP SILT AND FORCE STORMWATER TO FLOW THROUGH THE SILT FENCE. THIS TECHNIQUE IS CALLED USING J HOOKS (OR SPURS). THE J HOOKS SHALL BE UTILIZED ON ALL SILT FENCES THAT ARE LOCATED AROUND THE PERIMETER OF THE PROJECT AND ALONG THE TOE OF EMBANKMENTS OR SLOPES. THE J HOOKS SHALL BE SPACED IN ACCORDANCE WITH GOOD CONSTRUCTION DETAIL D-24C. THE MAXIMUM J-HOOK SPACING IS REACHED WHEN THE TOP OF THE J HOOK IS AT THE SAME ELEVATION AS THE BOTTOM OF THE IMMEDIATELY UPGRADIENT J HOOK. J HOOKS SHALL BE PAID FOR AS SILT FENCE ITEMS PER LINEAR FOOT. ALL COSTS AND OTHER INCIDENTAL ITEMS ARE INCLUDED IN COST OF INSTALLING AND MAINTAINING THE SILT FENCE.

### SITE STABILIZATION AND BMP MAINTENANCE MEASURES

SEE THE DEPARTMENT'S STANDARD SPECIFICATIONS (OR SPECIAL PROVISIONS) 161, 163, 165, 700, 711, AND OTHER CONTRACT DOCUMENTS FOR STABILIZATION AND MAINTENANCE MEASURES.

### WASTE DISPOSAL

WHERE ATTAINABLE, LOCATE WASTE COLLECTION AREAS, DUMPSTERS, TRASH CANS AND PORTABLE TOILETS AT LEAST 50 FEET AWAY FROM STREETS, GUTTERS, WATERCOURSES AND STORM DRAINS. SECONDARY CONTAINMENT SHALL BE PROVIDED AROUND LIQUID WASTE COLLECTION AREAS TO MINIMIZE THE LIKELIHOOD OF CONTAMINATED DISCHARGES. THE CONTRACTOR SHALL COMPLY WITH APPLICABLE STATE AND LOCAL WASTE STORAGE AND DISPOSAL REGULATIONS AND OBTAIN ALL NECESSARY PERMITS. WASTE MATERIALS SHALL NOT BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

### OTHER CONTROLS

THE CONTRACTOR SHALL FOLLOW THIS ESPCP AND ENSURE AND DEMONSTRATE COMPLIANCE WITH ALL APPLICABLE STATE AND/OR LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER AND SEPTIC SYSTEMS, AND PETROLEUM STORAGE.

THE CONTRACTOR SHALL CONTROL DUST FROM THE SITE IN ACCORDANCE WITH SECTION 161 OF THE CURRENT EDITION OF THE DEPARTMENT'S STANDARD SPECIFICATIONS.

### INSPECTIONS

THE DESIGN PROFESSIONAL WHO PREPARED THE ES&PC PLAN IS TO INSPECT THE INSTALLATION OF THE INITIAL SEDIMENT STORAGE REQUIREMENTS, PERIMETER CONTROL BMP'S AND SEDIMENT BASINS IN ACCORDANCE WITH PART IV.A.5. WITHIN 7 DAYS AFTER INSTALLATION.

EACH DAY, AS SPECIFIED IN THE CURRENT GARIO0002 PERMIT, THE WORKSITE EROSION CONTROL SUPERVISOR (WECS) OR CERTIFIED PERSONNEL SHALL:

- A. INSPECT ALL AREAS WHERE PETROLEUM PRODUCTS ARE STORED, USED, OR HANDLED FOR SPILLS AND LEAKS FROM VEHICLES AND EQUIPMENT
- B. INSPECT ALL LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING
- C. MEASURE RAINFALL ONCE EVERY 24 HOURS

AT LEAST ONCE EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES RAINFALL OR GREATER, AS SPECIFIED IN THE CURRENT GARIO0002 PERMIT, THE WORKSITE EROSION CONTROL SUPERVISOR (WECS) OR CERTIFIED PERSONNEL SHALL INSPECT THE FOLLOWING:

- A. DISTURBED AREAS OF THE CONSTRUCTION SITE
- B. AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION
- C. STRUCTURAL CONTROL MEASURES (BMP'S)

THE CONTRACTOR IS TO CALL THE ENGINEER WITHIN 7 DAYS OF IMPLEMENTATION OF THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN TO SCHEDULE AN INSPECTION BY THE ENGINEER. THE ENGINEER SHALL INSPECT THE INSTALLATION OF THE INITIAL SEDIMENT STORAGE REQUIREMENTS AND PERIMETER CONTROL BMP'S WITHIN SEVEN (7) DAYS OF INSTALLATION OVER THE ENTIRE INFRASTRUCTURE PROJECT. ALTERNATIVELY, THE ENGINEER SHALL INSPECT THE INITIAL SEDIMENT STORAGE REQUIREMENTS AND PERIMETER CONTROL BMP'S FOR THE INITIAL SEGMENT, AS DEFINED BY PART IV.A.5. OF THE CURRENT GARIO0002 PERMIT, WITHIN SEVEN (7) DAYS OF INSTALLATION AND INSPECT ALL SEDIMENT BASINS WITHIN THE ENTIRE LINEAR INFRASTRUCTURE PROJECT WITHIN SEVEN (7) DAYS OF INSTALLATION.

THE ENGINEER SHALL REPORT THE RESULTS TO THE PRIMARY PERMITTEE WITHIN SEVEN (7) DAYS, AND THE PERMITTEE MUST CORRECT ALL DEFICIENCIES WITHIN TWO (2) BUSINESS DAYS OF RECEIPT OF THE INSPECTION REPORT, UNLESS ON-SITE WEATHER CONDITIONS ARE SUCH THAT MORE TIME IS REQUIRED.

AT LEAST ONCE PER MONTH THE WECS OR CERTIFIED PERSONNEL SHALL INSPECT THE AREAS OF THE SITE THAT HAVE UNDERGONE FINAL STABILIZATION OR ESTABLISHED A CROP OF ANNUAL VEGETATION AND A SEEDING OF TARGET PERENNIALS APPROPRIATE FOR THE REGION. THESE AREAS SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM AND THE RECEIVING WATER(S). EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATER(S).

### NONSTORMWATER DISCHARGES

NON-STORM WATER DISCHARGES DEFINED IN PART III.A.2 OF THE NPDES PERMIT WILL BE IDENTIFIED AFTER CONSTRUCTION HAS COMMENCED. THESE DISCHARGES SHALL BE SUBJECT TO THE SAME REQUIREMENTS AS STORM WATER DISCHARGES REQUIRED BY THE GEORGIA EROSION AND SEDIMENTATION CONTROL ACT, THE NPDES PERMIT, THE CLEAN WATER ACT, THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA, DEPARTMENT STANDARDS, AND OTHER CONTRACT DOCUMENTS. THE NPDES DOES NOT AUTHORIZE THE DISCHARGE OF SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING OR THE DISCHARGE OF WASTEWATER FROM WASHOUT AND CLEANOUT OF CONTAINERS FOR STUCCO, PAINT, CONCRETE-FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS.

### DE-WATERING AND PUMPING ACTIVITIES

ANY PUMPED DISCHARGE FROM AN EXCAVATION OR DISTURBED AREA SHALL BE ROUTED THROUGH AN APPROPRIATELY SIZED SEDIMENT BASIN, SILT FILTER BAG, OR SHALL BE TREATED EQUIVALENTLY WITH SUITABLE BMP'S. THE CONTRACTOR SHALL ENSURE THE POST BMP TREATED DISCHARGE IS SHEET FLOWING. FAILURE TO CREATE SHEET FLOW WILL OBLIGATE THE CONTRACTOR TO PERFORM WATER QUALITY SAMPLING OF PUMPED DISCHARGES. THE CONTRACTOR SHALL PREPARE SAMPLING PLANS IN ACCORDANCE WITH THE CURRENT GARIO0002 NPDES PERMIT BY UTILIZING A CERTIFIED DESIGN PROFESSIONAL. NO SEPARATE PAYMENT WILL BE MADE FOR WATER QUALITY SAMPLING OF PUMP DISCHARGES.

### READY MIX CHUTE WASH DOWN

THE WASHING OF READY-MIX CONCRETE DRUMS AND DUMP TRUCK BODIES USED IN THE DELIVERY OF PORTLAND CEMENT CONCRETE IS PROHIBITED ON THIS SITE.

IN ACCORDANCE WITH STANDARD SPECIFICATION 107, LEGAL REGULATIONS AND RESPONSIBILITY TO THE PUBLIC, ONLY THE DISCHARGE CHUTE UTILIZED IN THE DELIVERY OF PORTLAND CEMENT CONCRETE MAY BE RINSED FREE OF FRESH CONCRETE REMAINS. THE CONTRACTOR SHALL EXCAVATE A PIT OUTSIDE OF STATE WATER BUFFERS, AT LEAST 25 FEET FROM ANY STORM DRAIN AND OUTSIDE OF THE TRAVELLED WAY, INCLUDING SHOULDERS, FOR A WASH-DOWN PIT. THE PIT SHALL BE LARGE ENOUGH TO STORE ALL WASH-DOWN WATER WITHOUT OVERTOPPING. IMMEDIATELY AFTER THE WASH-DOWN OPERATIONS ARE COMPLETED AND AFTER THE WASH-DOWN WATER HAS SOAKED INTO THE GROUND, THE PIT SHALL BE FILLED IN, AND THE GROUND ABOVE IT SHALL BE GRADED TO MATCH THE ELEVATION OF THE SURROUNDING AREAS. ALTERNATE WASH-DOWN PLANS MUST BE APPROVED BY THE PROJECT ENGINEER.

WASH-DOWN PLANS DESCRIBE PROCEDURES THAT PREVENT WASH-DOWN WATER FROM ENTERING STREAMS AND RIVERS. NEVER DISPOSE OF WASH-DOWN WATER DOWN A STORM DRAIN. ESTABLISH A WASH-DOWN PIT THAT INCLUDES THE FOLLOWING: (1) A LOCATION AWAY FROM ANY STORM DRAIN, STREAM, OR RIVER, (2) ACCESS TO THE VEHICLE BEING USED FOR WASH DOWN, (3) SUFFICIENT VOLUME FOR WASH-DOWN WATER, AND (4) PERMISSION TO USE THE AREA FOR WASH DOWN.

ON SITES WHERE PERMISSION OR ACCESS TO EXCAVATE A WASH-DOWN PIT IS UNAVAILABLE, THE CONTRACTOR MAY HAVE TO WASH-DOWN INTO A SEALABLE 55-GALLON DRUM OR OTHER SUITABLE CONTAINER AND THEN TRANSPORT THE CONTAINER TO A PROPER DISPOSAL SITE. FOR ADDITIONAL INFORMATION, REFER TO THE GEORGIA SMALL BUSINESS ENVIRONMENTAL ASSISTANCE PROGRAM'S "A GUIDE FOR READY MIX CHUTE/HOPPER WASH-DOWN."

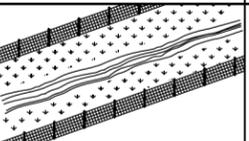
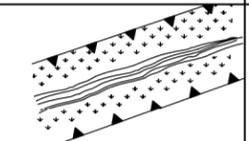
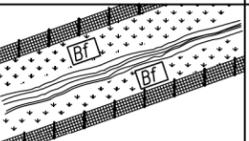
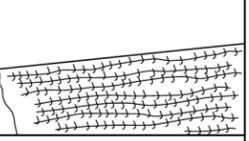
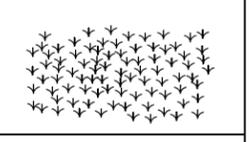
#### REVISION DATES

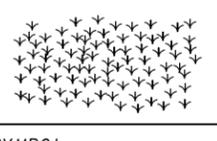
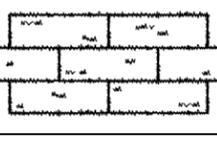
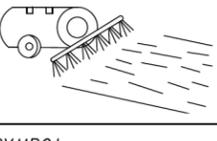
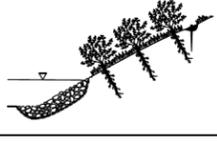

### ESPCP GENERAL NOTES CLARKSTON PED ENHANCEMENTS N. INDIAN CREEK RD. AT ROWLAND ST.

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	51-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



6745 Sugarloaf Parkway • Suite 100 • Duluth, Georgia 30097  
Phone: 770-447-8999  
www.wolvertoninc.com

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
	ORANGE BARRIER FENCE		ORANGE BARRIER FENCE DELINEATES ENVIRONMENTALLY SENSITIVE AREAS WHERE THE CONTRACTOR SHALL NOT CLEAR, GRUB, OR PLACE CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THIS AREA.
		LINE CODE 	
ESA	ENVIRONMENTALLY SENSITIVE AREA		AN ENVIRONMENTALLY SENSITIVE AREA (ESA) CONTAINS RESOURCES THAT ARE ENVIRONMENTALLY, CULTURALLY, OR HISTORICALLY SENSITIVE. ESAs INCLUDE, BUT ARE NOT LIMITED TO: STATE WATER BUFFERS, HISTORIC SITES, ARCHAEOLOGICAL SITES, AND PROTECTED ANIMAL AND PLANT SPECIES HABITATS.  IF WORK IS AUTHORIZED IN THIS AREA, THE WORK MUST BE PERFORMED IN ACCORDANCE WITH SECTION 107 AND ANY OTHER APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PLAN NOTES.
		LINE CODE 	
		ESA-25' (OR 50') STREAM BUFFER, ETC.	
Bf	BUFFER ZONE		A STRIP OF UNDISTURBED ORIGINAL VEGETATION, ENHANCED OR RESTORED EXISTING VEGETATION, OR THE RE-ESTABLISHMENT OF VEGETATION SURROUNDING AN AREA OF DISTURBANCE OR BORDERING STREAMS, PONDS, WETLANDS, LAKES, AND COASTAL WATERS.  WHEN NECESSARY, BUFFER ZONES ARE TO BE PROTECTED BY ORANGE BARRIER FENCE.
		SYMBOL 	
Ds1	MULCH SECTION 163		THIS IS AN APPLICATION OF STRAW MULCH USED TO REDUCE SOIL EROSION AND STABILIZE THE SOIL. IT IS USED TO CONTROL EROSION IN AREAS WHERE PERMANENT VEGETATION IS OUT OF SEASON OR TO TEMPORARILY STABILIZE AREAS PRIOR TO FINAL GRADING.  MULCHING REQUIREMENTS ARE ADDRESSED BY STANDARD SPECIFICATIONS AND/OR THE PROJECT ENGINEER.  THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		SYMBOL 	
Ds2	TEMPORARY GRASSING SECTION 163, 700		THE SOWING OF A QUICK GROWING SPECIES OF GRASS SUITABLE TO THE AREA AND SEASON. IT IS TYPICALLY USED TO CONTROL EROSION IN AREAS LONGER THAN MULCHING IS EXPECTED TO LAST.  TEMPORARY GRASSING SHOULD BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATIONS.  THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		SYMBOL 	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ds3	PERMANENT GRASSING SECTION 700		THE SOWING OF PERMANENT VEGETATION, SUCH AS GRASS, SUITABLE TO THE AREA AND SEASON.  PERMANENT VEGETATION SHALL BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATION.  THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		SYMBOL 	
Ds4	SODDING CONSTRUCTION DETAIL D-54 SECTION 700, 890		THE INSTALLATION OF A SPECIES OF GRASS SODDING SUITABLE TO THE AREA AND SEASON TO PROVIDE IMMEDIATE PERMANENT VEGETATION.  SODDING MAY BE SHOWN FOR HIGHLY SENSITIVE AREAS, TO IMPROVE AESTHETICS, OR FOR SPECIAL PLANTING REQUIREMENTS ON THE BASIS OF ENVIRONMENTAL COMMITMENTS OR LANDSCAPING REQUIREMENTS.  THE BMP PATTERN FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		PATTERN 	
Fl-Co	FLOCCULANTS COAGULANTS SECTION 163, 700, 895		FLOCCULANTS AND COAGULANTS ARE USED TO SETTLE SUSPENDED SEDIMENT, HEAVY METALS, AND HYDROCARBONS (TSS) IN SLOW MOVING RUNOFF FROM CONSTRUCTION SITES FOR WATER CLARIFICATION.  ANIONIC POLYACRYLAMIDES (PAM) MAY BE USED IN CONJUNCTION WITH BMPs WITHIN CHANNELS UPSTREAM OF A POST-CONSTRUCTION POND, TEMPORARY SEDIMENT BASIN, OR TEMPORARY SEDIMENT TRAP. FLOCCULANTS SHALL NOT BE USED DOWNSTREAM OF AFOREMENTIONED BMPs!  FLOCCULANTS/COAGULANTS ARE TO BE SHOWN ON PLANS WITH APPLICABLE BMP IF NEEDED. PAYMENT FOR PAM AS A FLOCCULANT WILL BE INCLUDED IN THE PRICE FOR THE INSTALLATION AND/OR MAINTENANCE OF THE BMP IT IS USED IN CONJUNCTION WITH. NO SEPARATE PAYMENT WILL BE MADE.
		SYMBOL 	
		POLYACRYLAMIDE	
Sb	STREAMBANK STABILIZATION SECTION 702		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS.  STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.
		PATTERN 	

**NOTE:**

- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
- FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".



NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 1 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0001	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ss	SLOPE STABILIZATION CONSTRUCTION DETAIL D-35 SECTION 716		SLOPE STABILIZATION (EROSION CONTROL MATTING) IS A PROTECTIVE COVERING USED TO PREVENT EROSION AND ESTABLISH TEMPORARY OR PERMANENT VEGETATION ON STEEP SLOPES, SHORE LINES, OR CHANNELS.  SLOPE STABILIZATION MAY BE A ROLLED EROSION CONTROL PRODUCT (RECP) OR A HYDRAULIC EROSION CONTROL PRODUCT (HECP).  SLOPE STABILIZATION SHALL BE USED ON ALL CUT OR FILL SLOPES OF 2.5:1 OR STEEPER AND WITHIN 50 FEET OF ALL CROSS DRAINS AND CULVERTS.  NOTE: ONLY COCONUT FIBER BLANKET OR WOOD FIBER BLANKET SHALL BE USED AS SLOPE STABILIZATION WITHIN BUFFERED AREAS.
		PATTERN 	
Tac	TACKIFIERS SECTION 163, 700, 895		TACKIFIERS HYDRATE IN WATER AND READILY BLEND WITH OTHER SLURRY MATERIALS AND ARE USED TO TIE-DOWN FOR SOIL, COMPOST, SEED, STRAW, HAY OR MULCH.  TACKIFIERS REQUIREMENTS, SUCH AS ANIONIC POLYACRYLAMIDES (PAM) ARE ADDRESSED BY STANDARD SPECIFICATIONS AND ARE NOT TYPICALLY SHOWN ON THE PLANS. PAM IS TYPICALLY USED BY THE CONTRACTOR FOR TEMPORARY OR PERMANENT GRASSING.  REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR CRITERIA.
		SYMBOL 	
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171		A CHECK DAM COMPOSED OF SYNTHETIC FIBER FABRIC, WIRE REINFORCED, POST, OVERFLOW WEIR, AND TURF REINFORCEMENT MATTING (TRM) SPLASHPAD PLACED IN DITCHES IN A SPECIAL CONFIGURATION WHICH CONTROLS ENERGY DISSIPATION AND FILTRATION OF STORM WATER. SEE CONSTRUCTION DETAIL D-24D FOR ADDITIONAL INFORMATION AND SPACING REQUIREMENTS.  THIS ITEM IS SUITABLE FOR USE IN ROADSIDE DITCHES THAT ARE PART OF INFRASTRUCTURE CONSTRUCTION PROJECTS AND WITHIN THE CLEAR ZONE.  IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	
Cd-Fs	COMPOST FILTER SOCK CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163		A COMPOST FILTER SOCK CHECK DAM IS COMPOSED OF A PHOTODEGRADABLE OR BIODEGRADABLE KNITTED MESH MATERIAL CONTAINING A WEED FREE FILLER MATERIAL DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER. THEY SHALL BE PROPERLY STAKED FOR DITCH APPLICATIONS.  REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR MATERIAL SPECIFICATIONS.  IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	
Cd-Hb	BALED STRAW CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163		A BALE STRAW CHECK DAM IS COMPOSED OF BALES PREFERABLY BOUND WITH WIRE OR NYLON INSTEAD OF TWINE. BALES SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING ADJACENT BALES. THE DOWNSTREAM ROW OF BALES SHALL BE PLACED IN A TRENCH TO ALLOW THE TOP OF THE BALE'S LONG, WIDE SIDE TO BE LEVEL WITH THE GROUND AS A NON-ERODIBLE SPLASH PAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS.  IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM CONSTRUCTION DETAIL D-56 SECTION 163, 603		STONE CHECK DAMS ARE CONSTRUCTED OF TYPE-3 RIP-RAP WITH GEOTEXTILE UNDERLINER. STONE CHECK DAMS ARE PREFERRED IN ROADWAY DITCHES OUTSIDE THE CLEAR ZONE. CONSIDERATION SHOULD BE GIVEN TO USING OTHER APPROPRIATE CHECK DAMS AND/OR BMPs WITHIN THE CLEAR ZONE.  SANDBAG CHECK DAMS ARE RECOMMENDED IN CONCRETE LINED CHANNELS FOR TEMPORARY VELOCITY CONTROL ONLY. ENSURE DISCHARGE POINT IS PROPERLY STABILIZED AND INCLUDE APPROPRIATE BMPs FOR SEDIMENT STORAGE UPSTREAM AND/OR DOWNSTREAM OF CONCRETE LINED CHANNELS.  IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	
Ch-1	VEGETATED CHANNEL STABILIZATION SECTION 700		A NEW OR EXISTING CHANNEL MAY BE LINED WITH PERMANENT VEGETATION ONLY FOR VELOCITIES UP TO 5.0 fps. THIS MEASURE SHALL BE DESIGNED IN ACCORDANCE WITH THE GDOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.  TYPICALLY NOT SHOWN IN PLANS.
		LINE CODE 	
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 1 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.  "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
		LINE CODE 	
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 3 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.  "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
		LINE CODE 	

**NOTE:**

- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
- FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

REVISION DATES

3/2/2017		
11/28/2018		

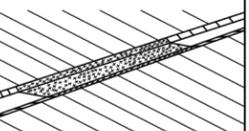
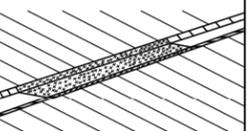
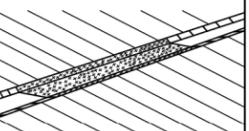
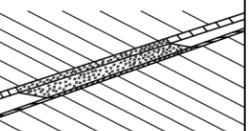
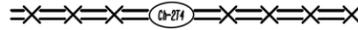
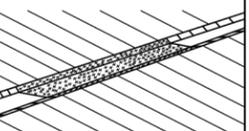
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UNIFORM CODE SHEET  
SHEET 2 OF 7

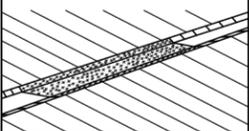
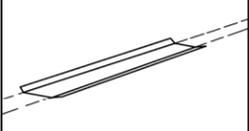
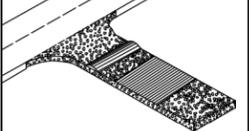
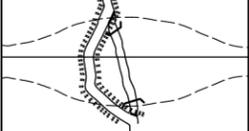
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52-0002



NO SCALE

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-4 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-8 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-10 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-12 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441		CHANNELS ARE LINED WITH CONCRETE FOR VELOCITIES >= 10 fps. THIS ITEM CONSISTS OF CONSTRUCTING A 4" THICK CONCRETE CHANNEL. THE CONCRETE SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.  *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.  RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
	LINE CODE		
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800		A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I. e. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLINER. ON SITES WHERE THE GRADE TOWARD A PAVED AREA IS GREATER THAN 2%, A FULL WIDTH DIVERSION RIDGE 6" TO 8" HIGH WITH 3:1 SLOPES SHALL BE CONSTRUCTED APPROXIMATELY 15' UPSTREAM OF PAVED AREA. A TIRE WASHING AREA TO REMOVE MUD MAY ALSO BE REQUIRED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS.  ALL CONSTRUCTION EXIT REQUIREMENTS ARE INCLUDED IN THE PRICE OF THE CONSTRUCTION EXIT.
	SYMBOL		
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE OR POLYETHYLENE FILM. INSTALL TWO ROWS OF SdI-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 0 - 2.5 fps.  THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE.  CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE		

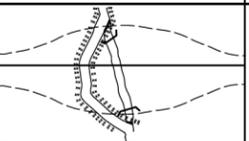
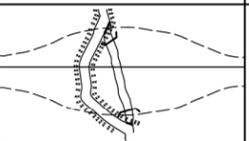
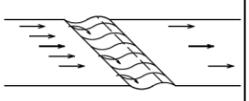
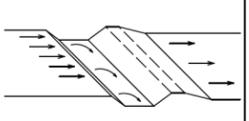
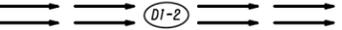
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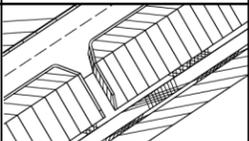
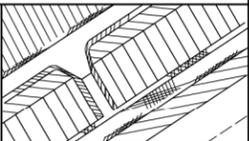
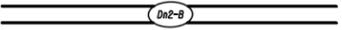
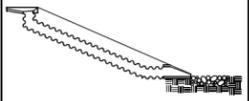
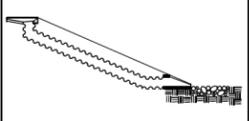
- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
- FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".



NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 3 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-0003	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dc-B	STREAM DIVERSION CHANNEL GEOTEXTILE ONLY SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE ONLY. INSTALL TWO ROWS OF Sd1-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 2.5 - 9.0 fps.
	LINE CODE 		THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
Dc-C	STREAM DIVERSION CHANNEL RIP-RAP & GEOTEXTILE SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH RIP-RAP AND GEOTEXTILE. INSTALL TWO ROWS OF Sd1-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 9.0 - 13.0 fps.
	LINE CODE 		THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
DI-1	DIVERSION BERM CONSTRUCTION DETAIL D-47 SECTION 205		A NON-DESIGNED TEMPORARY EARTHEN BERM WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO BE USED AT THE EDGE OF EMBANKMENT DURING THE GRADING OPERATION. THE BERMS ARE ALSO CONSTRUCTED ABOVE, ACROSS OR BELOW A SLOPE TO REDUCE THE LENGTH OF A SLOPE. THEY ARE USED TO INTERCEPT RUNOFF, PREVENTING SLOPE EROSION AND TO DIRECT THE RUNOFF TO A STABLE OUTLET, DOWN DRAINS 'Dn1' OR CATCHMENT AREAS AND ON ALL GRADING PROJECTS.
	LINE CODE 		
DI-2	DIVERSION CHANNEL SECTION 205		A DESIGNED TEMPORARY OR PERMANENT CHANNEL WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO DIVERT OFFSITE RUNOFF AWAY FROM DISTURBED AREAS WITHIN THE PROJECT AREA. CHANNEL FOR OFFSITE RUNOFF SHALL BE STABILIZED WITH APPROPRIATE CHANNEL STABILIZATION. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA. A DIVERSION CHANNEL DETAIL MUST ALSO BE PROVIDED IN THE ESPCP.
	LINE CODE 		RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.
Dn1	TEMPORARY DOWNDRAIN STRUCTURE FLEXIBLE CONSTRUCTION DETAIL D-19 SECTION 163		A TEMPORARY PIPE SLOPE DRAIN IS A PLASTIC FLEXIBLE PIPE TO CARRY WATER FROM THE WORK AREA TO A LOWER ELEVATION. TEMPORARY SLOPE DRAINS SHOULD BE PLACED AT INTERVALS OF 350 FEET ON 0% - 2% GRADES, 200 FEET ON STEEPER GRADES AND MORE FREQUENTLY AS DICTATED BY FIELD CONDITIONS. THE TYPICAL PIPE SIZE IS A CORRUGATED 10'. THE PIPE WILL BE ANCHORED WITH STAKES AT INTERVALS NOT TO EXCEED 10'.
	LINE CODE 		THE OUTLET AREA SHALL BE STABILIZED FOR VELOCITY DISSIPATION AND EROSION CONTROL.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dn2-A	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441		A CONCRETE FLUME TYPE 'A' IS USED TO DIRECT SURFACE RUNOFF DOWN A ROADWAY SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN ALL DEPRESSED AREAS WHERE WATER WILL FLOW DOWN THE SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OTHER CRITERIA).
	LINE CODE 		
Dn2-B	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441		A CONCRETE FLUME TYPE 'B' IS USED TO DIRECT SURFACE DITCH RUNOFF DOWN A BACK SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN DEPRESSED AREAS WHERE CONCENTRATED OFFSITE WATER REACHES THE CUT SLOPE. IT IS DESIGNED TO SAFELY CONVEY WATER DOWN THE CUT SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE 		
Dn2-1	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP1, 9017J TP1, DETAIL D-26 TP1 SECTION 576, 577		CONCRETE DRAIN INLET WITH METAL PIPE IS USED TO DRAIN CURBS, ON A GRADE, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE 		
Dn2-2	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP2, 9017J TP2, DETAIL D-26 TP2 SECTION 576, 577		CONCRETE DRAIN INLET AND METAL PIPE IS USED TO DRAIN CURB, IN A SAG, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE 		

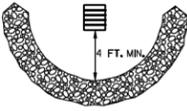
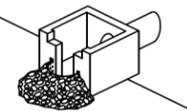
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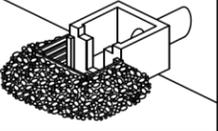
- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 4 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0004	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING  CONSTRUCTION DETAIL D-46 SECTION 163		A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA.  REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR ADDITIONAL INFORMATION ON USAGE.
	SYMBOL 		
Rd	ROCK FILTER DAM  CONSTRUCTION DETAIL D-43 SECTION 163, 603		ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS.  THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS.  ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAs.
	SYMBOL 		
Rd-B	STONE FILTER BERM  CONSTRUCTION DETAIL D-50 SECTION 163, 603		STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS.  STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT. THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
	LINE CODE 		
Rp	RIP-RAP  SECTION 603		RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-1 SHOULD BE PLACED ON TOP OF A GEOTEXTILE UNDERLINER AT A MINIMUM 24" THICKNESS OR AS INDICATED ON THE PLANS.  RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
	PATTERN 		
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE  CONSTRUCTION DETAIL D-44 SECTION 163		A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER.  SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA.  SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA.  REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.
	SYMBOL 		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Rt-B	RETROFITTING SLOTTED BOARD DAM  CONSTRUCTION DETAIL D-45 SECTION 163		A SLOTTED BOARD DAM CONSISTS OF STONE AND/OR FILTER FABRIC AND BOARDS WITH 0.5" - 1.0" SPACING TO SERVE AS A TEMPORARY SEDIMENT FILTER.  PERMANENT STORMWATER DETENTION POND OUTLET: -DRAINAGE AREA UP TO 100 ACRES -DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA  ROADWAY DRAINAGE STRUCTURE: -OPEN END PIPES, WINGED HEADWALLS, OR CONCRETE WEIR OUTLETS WITH DRAINAGE AREA LESS THAN 30 ACRES  REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.
	SYMBOL 		
Rt-Sg1	RETROFITTING SILT CONTROL GATES  CONSTRUCTION DETAIL D-20 SECTION 163		A SILT CONTROL GATE CONSISTS OF BOARDS WITHOUT SPACING AND FILTER FABRIC TO BE USED FOR TEMPORARY SEDIMENT STORAGE ON ROADWAY PROJECTS AT THE INLET OF STRUCTURES WITH A DRAINAGE AREA UP TO 50 ACRES. THE DISTURBED AREA WITHIN THE DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. SILT CONTROL GATES SHOULD NOT BE USED ALONE, BUT WITH ANOTHER BMP DOWNSTREAM PRIOR TO DISCHARGE LEAVING PROJECT AREA.  DO NOT USE SILT GATES IN STATE WATERS.  Rt-Sg1-TYPE 1: USED ON BOX CULVERTS Rt-Sg2-TYPE 2: USED ON STRAIGHT HEADWALLS Rt-Sg3-TYPE 3: USED ON FLARED END SECTIONS AND TAPERED HEADWALLS
Rt-Sg2			
Rt-Sg3			
SYMBOL 			
SdI-NS	SEDIMENT BARRIER (NON-SENSITIVE) SILT FENCE TYPE A  CONSTRUCTION DETAIL D-24 SECTION 171		SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW.  TYPE-A SILT FENCE IS TYPICALLY USED IN NON-ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS LESS THAN 10'.  IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.
	LINE CODE 		
SdI-S	SEDIMENT BARRIER (SENSITIVE) SILT FENCE TYPE C  CONSTRUCTION DETAIL D-24 SECTION 171		SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW.  TYPE-C SILT FENCE IS TYPICALLY USED IN ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS 10' AND GREATER.  ALL ENVIRONMENTALLY SENSITIVE AREAS (ESAs) SHALL BE PROTECTED WITH A DOUBLE-ROW OF TYPE-C SILT FENCE REGARDLESS OF FILL HEIGHT. A SINGLE-ROW MAY BE USED FOR OTHER APPLICATIONS.  IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.
	LINE CODE 		

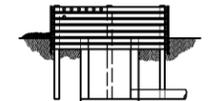
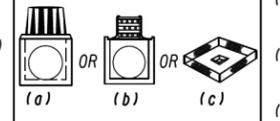
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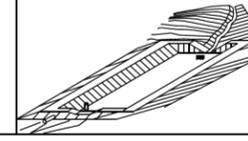
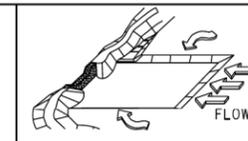
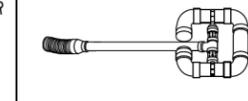
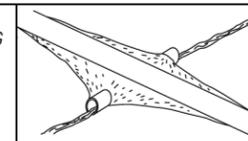
- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 5 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0005	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd1-BB	SEDIMENT BARRIER BRUSH BARRIER  CONSTRUCTION DETAIL D-24B SECTION 201		THIS ITEM CONSISTS OF INTERMINGLED BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM. CONSTRUCTED AT THE TOE OF FILL SLOPES ONLY DURING THE CLEARING AND GRUBBING OPERATION. THE BARRIER SHOULD BE USED AT THE TOE OF FILL SLOPES ON GRADING PROJECTS IN RURAL AREAS WHERE SUFFICIENT RIGHT OF WAY OR EASEMENT IS AVAILABLE (10 FEET OR MORE). THE BARRIER SHOULD RUN ROUGHLY PERPENDICULAR TO THE FLOW OF WATER WHERE THIS DOES NOT CONFLICT WITH RIGHT-OF-WAY OR EASEMENT LIMITS. THEY WILL NOT BE PLACED IN WETLANDS.
		LINE CODE  * * * (Sd1-BB) * * *	TYPICALLY NOT SHOWN ON PLANS.  PAYMENT FOR THIS ITEM IS INCLUDED IN THE CLEARING AND GRUBBING COST. NO SEPARATE PAYMENT SHALL BE MADE.
Sd2-B	INLET SEDIMENT TRAP (BAFFLE BOX) CONSTRUCTION DETAIL D-42 SECTION 163		BAFFLE BOX INLET SEDIMENT TRAP USED FOR INLETS RECEIVING HIGH FLOW RATE AND/OR VELOCITY. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES 7 cfs AND GREATER.
		SYMBOL  (Sd2-B)	
Sd2-Bg	INLET SEDIMENT TRAP (BLOCK & GRAVEL) CONSTRUCTION DETAIL D-42 SECTION 163		BLOCK AND GRAVEL DROP INLET PROTECTION USED FOR WHERE HEAVY FLOWS ARE EXPECTED AND WHERE OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE. CAN BE USED AT CULVERT INLETS. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 5 - 7 cfs.
		SYMBOL  (Sd2-Bg)	
Sd2-F	INLET SEDIMENT TRAP (FILTER FABRIC) CONSTRUCTION DETAIL D-24C SECTION 163		(a) A SEDIMENT BARRIER CONSISTING OF A PREFABRICATED FRAME WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (b) A SEDIMENT BARRIER CONSISTING OF A PERFORATED METAL STAND PIPE WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (c) TYPE C SILT FENCE WITH SUPPORTING FRAME CAN BE USED AS AN ALTERNATE TO INLET SEDIMENT TRAP FOR AREAS WITH SLOPES < 5%.
		SYMBOL  (Sd2-F)	THIS ITEM IS USED TO PREVENT SILT FROM ENTERING THE PIPE SYSTEM. SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS. RECOMMENDED FOR INLET RECEIVING FLOW RATES THAT RANGE FROM 0 - 4 cfs.
Sd2-G	INLET SEDIMENT TRAP (GRAVEL) CONSTRUCTION DETAIL D42 SECTION 163		GRAVEL DROP INLET PROTECTION USED WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED. STONE AND GRAVEL ARE USED TO TRAP SEDIMENT. THE SLOPE TOWARD THE INLET SHALL BE NO MORE THAN 3:1. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 3 - 5 cfs.
		SYMBOL  (Sd2-G)	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd3	TEMPORARY SEDIMENT BASIN  CONSTRUCTION DETAIL D-22A, D-22B SECTION 163		A BASIN CREATED BY EXCAVATING AN AREA, DAMMING CONCENTRATED FLOW, OR A COMBINATION OF BOTH. THE BASIN IS DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DRAINAGE AREA. THE DRAINAGE AREA SHOULD NOT EXCEED 150 ACRES. BASINS TYPICALLY CONSISTS OF A DAM, PRINCIPAL SPILLWAY, AND AN EMERGENCY SPILLWAY. A FLOATING SURFACE SKIMMER SHALL BE REQUIRED AS PART OF THE PRINCIPAL SPILLWAY UNLESS INFEASIBLE. SUFFICIENT RIGHT-OF-WAY OR EASEMENT IS NEEDED FOR BASIN CONSTRUCTION AND MAINTENANCE ACCESS.
		SYMBOL  (Sd3)	SEDIMENT BASINS SHALL BE CONSIDERED ON ALL PROJECTS, BUT MAY NOT BE PRACTICAL. BASINS SHOULD BE LOCATED TO MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES AND UTILITIES. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.
Sd4-C	ROCK OUTLET TEMPORARY SEDIMENT TRAP  CONSTRUCTION DETAIL D-53 SECTION 163		TEMPORARY POND WITH ROCK OUTLET DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER DRAINAGE AREA. DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. DISTINGUISHED FROM TEMPORARY SEDIMENT BASIN BY LACK OF PRINCIPAL SPILLWAY. MAXIMUM POND DEPTH FROM BOTTOM OF POND TO EMERGENCY SPILLWAY IS 4 FEET.
		SYMBOL  (Sd4-C)	A TEMPORARY SEDIMENT BASIN SHALL BE EVALUATED PRIOR TO CONSIDERING A TEMPORARY SEDIMENT TRAP. A TEMPORARY SEDIMENT TRAP IS IDEAL FOR SMALL AREAS WITH NO UNUSUAL DRAINAGE FEATURES AND EFFECTIVE AGAINST COARSE SEDIMENT, BUT NOT AGAINST SILT OR CLAY PARTICLES THAT REMAIN SUSPENDED.  REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.
Sk	FLOATING SURFACE SKIMMER  CONSTRUCTION DETAIL D-22A, D-22B SECTION 163		A BUOYANT DEVICE THAT DRAINS WATER FROM THE SURFACE OF A TEMPORARY SEDIMENT BASIN AT A CONTROLLED FLOW RATE. THE INLET/ORIFICE SIZE IS DESIGNED TO DRAIN THE BASIN WITHIN 24 - 48 HOURS. THE SKIMMER INFORMATION SHALL BE PROVIDED IN CONJUNCTION WITH THE SEDIMENT BASIN INFORMATION IN PLANS. IF A SKIMMER IS INFEASIBLE, THE DESIGNER SHALL PROVIDE A WRITTEN JUSTIFICATION IN THE PLANS.
		SYMBOL  (Sk)	SKIMMERS ARE ATTACHED TO A RISER WITHOUT PERFORATIONS AND ACTS AS THE PRIMARY SPILLWAY. THE SKIMMER BMP SYMBOL SHALL BE SHOWN IN CONJUNCTION WITH THE TEMPORARY SEDIMENT BASIN BMP SYMBOL WHEN APPLICABLE.  REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR ADDITIONAL INFORMATION.
Sr	TEMPORARY STREAM CROSSING  SECTION 107		A TEMPORARY STRUCTURE INSTALLED ACROSS A FLOWING STREAM OR WATERCOURSE FOR USE BY CONSTRUCTION EQUIPMENT. THIS BMP PROVIDES A MEANS TO CROSS STREAMS OR WATERCOURSES WITHOUT MOVING SEDIMENT INTO STREAMS, DAMAGING THE STREAM BED OR CHANNEL, OR CAUSING FLOODING. THIS BMP SHOULD NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE, UNLESS SPECIFICALLY DESIGNED TO ACCOMMODATE THE ADDITIONAL DRAINAGE AREA BY THE DESIGN PROFESSIONAL. A CERTIFICATION STATEMENT AND SIGNATURE SHALL ACCOMPANY THE DESIGN.
		SYMBOL  (Sr)	THIS BMP SHALL BE DESIGNED ACCORDING TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA'.  FOR CONTRACTOR'S USE ONLY!

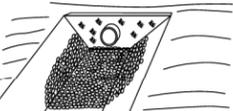
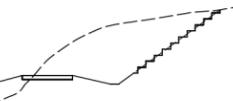
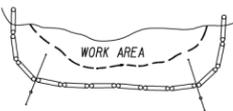
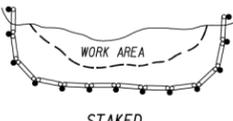
**NOTE:**

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REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET SHEET 6 OF 7	
11/28/2018			
		CHECKED: D. EAGLETON	DATE: 01/01/16
		BACKCHECKED:	DATE:
		CORRECTED:	DATE:
		VERIFIED:	DATE:
		DRAWING No. <b>52-0006</b>	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332		A PIPE OR BOX CULVERT OUTLET HEADWALL WITH AN APRON AND DISSIPATOR BLOCKS IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM.  IT IS USED ON THE OUTLET OF ALL BOX CULVERTS AND ON 48" AND LARGER PIPES. MAY BE USED ON INLET FOR FLOWING STREAMS. USE ON SMALL PIPES WHEN OUTLET VELOCITY OF THE 25-YEAR STORM IS 12 fps AND GREATER.
	SYMBOL 		
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603		RIP-RAP OUTLET PROTECTION IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE, CHANNEL, OR STRUCTURE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. THE MINIMUM DESIGN OF RIP-RAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM PEAK FLOW, BUT LARGER STORMS ARE RECOMMENDED.  TYPE-1 RIP-RAP AT A DEPTH OF 36" AND PLACED ON FILTER FABRIC IS PREFERRED FOR ALL d50 < /> 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR d50 < /> 0.7 FEET.
	PATTERN 		REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER.  IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS.  IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
	LINE CODE 		
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170		A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER.  THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs.  IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
	LINE CODE 		
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170		A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER.  THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs.  IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.
	LINE CODE 		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION

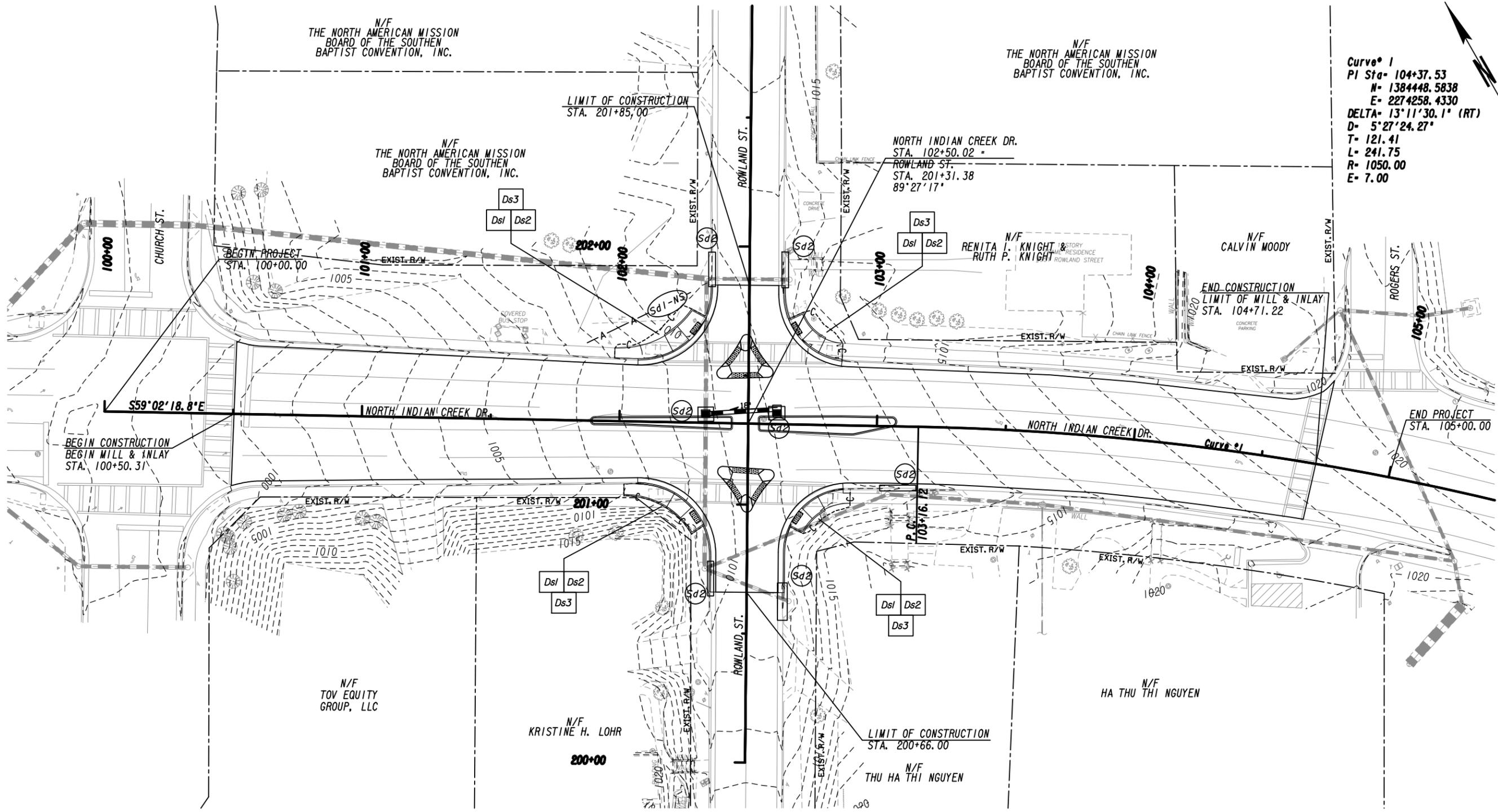
**NOTE:**

- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
- FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA'.



NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 7 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0007	

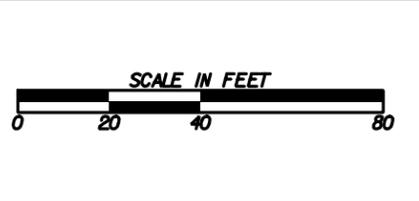


PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR	---
& MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---
ORANGE BARRIER FENCE	---
ESA - ENV. SENSITIVE AREA	---
(SEE ERIT TABLE)	---

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www.wolvertoninc.com



REVISION DATES	

BMP LOCATION DETAILS		
CLARKSTON PED ENHANCEMENTS		
N. INDIAN CREEK RD. AT ROWLAND ST.		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	54-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	